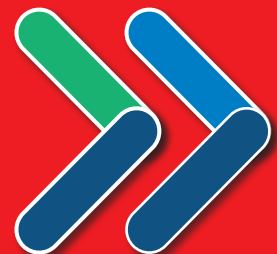




Kinsale Road to Douglas Sustainable Transport Corridor

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



Rialtas
na hÉireann
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2040

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

Quality information

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1. Executive Summary

1.1 Introduction

The aim of the BusConnects programme is to transform Cork's bus system, with the Sustainable Transport Corridor project providing bus lanes/bus priority and cycling facilities on the busiest bus corridors in and out of the city centre. The proposed sustainable transport corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in 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%.

This report focuses on Sustainable Transport Corridor (STC) K - Kinsale Road to Douglas.

1.2 Public Consultation for BusConnects

A non-statutory public consultation on the Sustainable Transport Corridors was undertaken between the 30th June 2022 and the 3rd October 2022. The Emerging Preferred Routes within this consultation have been listed below.

- A. Dunkettle to City Centre.
- B. Mayfield to City Centre.
- C. Blackpool to City Centre.
- D. Hollyhill to City Centre.
- E. Ballincollig to City Centre.
- F. Bishopstown City Centre.
- G. Togher 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 Kinsale Road to Douglas route designated as Sustainable Transport Corridor K.

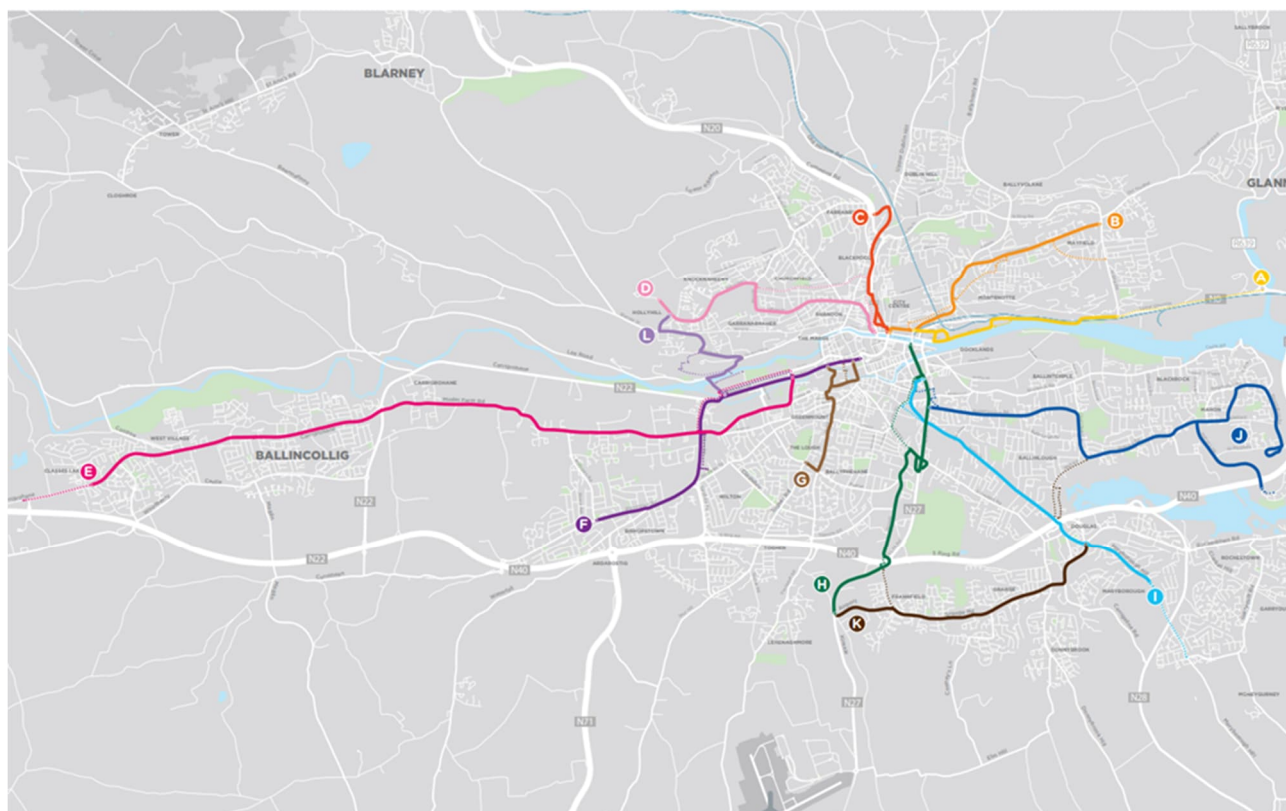


Figure 1: Sustainable Transport Corridors Emerging Preferred Routes.

Property owners/occupants potentially affected by the proposals were notified by post and a one-to-one meeting was offered in each case.

Public Information Events relating to STC K were held at the following location:

- Nemo Rangers GAA Club, on Wed 27th July and Thurs 28th July 2022.

A Community Forum Event was held at the following location:

- Nemo Rangers GAA Club, on Mon 19th September 2022.

Copies of the Sustainable Transport Corridor Emerging Preferred Route Brochure were available to the public at the Public Information Events, and the Brochure was available for downloading from the Authority's website. Relevant background technical reports were also available for downloading from the Authority's 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>.

1.3 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 process. 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:

- STC K Volume A: Draft Emerging Preferred Option Report Orbital Route.
- STC K Volume B: Appendices to Draft Emerging Preferred Option Report Orbital Route.

1.4 Submissions Received

There were 538 submissions specifically related to STC K Kinsale Road to Douglas.

1.5 Main Issues Raised

The submissions received cover a wide spectrum of views. Most of the submissions raised concerns about specific issues associated with the scheme. Some submissions were supportive of the scheme while other submissions expressed qualified support. The main issues raised in the submissions included.

1. The proposed bridge over Ballybrack / Mangala Valley
2. Environmental issues.
3. Impact on trees.
4. Safety concerns.
5. Potential land acquisition.
6. Traffic impact.
7. Impact on character and heritage.
8. Cycling infrastructure.
9. Alternative proposals.
10. Antisocial behaviour.
11. Public information campaign.
12. Access to property.
13. Impact on community.
14. Technical surveys.

The nature of the issue and the NTA response to it, is addressed in Section 4.

2. Introduction

This report focuses on STC K Kinsale Road to Douglas. A non-statutory public consultation on the Sustainable Transport Corridors was undertaken between 30th June 2022 and the 3rd October 2022.

Property owners/occupants potentially affected by the proposals was notified by post and a one-to-one meeting was offered in each case.

Public Information Events relating to STC K were held at the following location:

- Nemo Rangers GAA Club, on Wed 27th July and Thurs 28th July 2022.

A Community Forum Event was held at the following location:

- Nemo Rangers GAA Club, on Monday 19th September 2022.

Copies of the Sustainable Transport Corridor Emerging Preferred Route Brochure were available to the public at the Public Information Events, 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. Submissions Received

There were 538 submissions specifically related to STC K Kinsale Road to Douglas. In addition to this, 474 submissions were also received that referred to multiple sustainable transport corridors.

4. Issues Raised in the Submissions

All 538 submissions plus the 474 general submissions received by the NTA were reviewed and the issues raised were categorised, summarised, and analysed. The main issues identified during this review process are outlined below.

Table 1 Frequency of Issues Raised through the Submissions Received

Main Topic	Quantity of Submissions
Ballybrack/Mangala Woods	362
Environmental issues	58
Impact on trees	58
Safety concerns	57
Potential land acquisition	52
Traffic impact	48
Impact on character and heritage	44

Cycling infrastructure	41
Alternative proposals	35
Antisocial behaviour	28
Public information campaign	26
Access to property	24
Impact on community	24
Pedestrian infrastructure	15
Technical surveys	15

Appendix A provides more detail on the topics raised in the submissions. Appendix B provides more detail on the submissions that relate to multiple STC's.

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Issue 1: Proposed Bridge over Ballybrack / Mangala Valley

The proposed bridge over the Mangala Valley generated the largest number of submissions. Concerns were raised that the proposal would negatively impact trees, nature, and the environment. The submissions highlighted the important role of communal, outdoor areas to wellbeing. They outlined a view that the proposed bridge would negatively impact the amenity of Ballybrack Woods and the Mangala Valley. The importance of the greenway facility provided within the Woods was outlined.

On the 23rd November 2022 the NTA issued an update on the proposed bridge over the Mangala Valley. The update outlined:

‘The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown / Douglas to Grange / Frankfield and onwards to Sarsfield Rd remains a longer-term objective of the Cork Metropolitan Area Transport Strategy (CMATS)’.

NTA Response to Issue 1:

The proposed bridge over the Ballybrack/Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer-term objective of the Cork Metropolitan Area Transport Strategy. The revised proposals involve routing buses on Donnybrook Hill and Church Street to access Douglas. This is the route that buses currently travel on.

Issue 2: Environmental Issues

Several submissions raised construction stage concerns on air quality, noise, and the carbon footprint of the scheme during construction. Concerns were raised in relation to pollution associated with congestion.

Concerns were outlined that potential increased traffic levels might result in higher levels of noise pollution. Concerns were also raised that the proposed removal of trees and walls along the bus corridor could possibly increase noise levels further, due to the trees and walls currently acting as a sound barrier. Residents were concerned that, with the possible reduction of garden/driveway space, traffic would be brought closer

to their doors and windows, thereby increasing noise levels. Residents were also concerned about noise levels and vibrations during the construction stage. Additional concerns that possible increased noise levels would impact the sleep quality and daily activities of residents were also raised.

NTA Response to Issue 2:

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.

Issue 3: Impact on Trees elsewhere on the Scheme

Several submissions raised concerns that the removal of trees might negatively impact air quality, increase noise pollution, emissions and detract from the visual amenity of the area. The submissions highlighted that the trees create a natural division between the footpath and the road, which provides protection for pedestrians. The proposed removal of these trees was highlighted as a concern in the context of the safety of pedestrians.

Some submissions noted concerns about the potential impact of the proposals on the environment in general. Residents also highlighted concerns that diesel buses used by the NTA are polluting to the environment.

Concerns were also raised that replacement trees might not compensate for the removal of the mature trees due to older trees being able to absorb more carbon dioxide. Submissions highlighted concerns that the removal of trees would not help in meeting Ireland's Climate Change Targets.

NTA Response to Issue 3:

The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate.

The revised design proposals have resulted in the number of potentially impacted trees being reduced from 297 to 78. On Grange Road for example the proposed cross section has been reduced. The proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor. This has significantly reduced the impact on 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.

Issue 4: Safety Concerns

Concerns were raised for vulnerable road users, in particular pedestrians seeking to cross the roads. Some submissions expressed concerns that the proposed cycle lanes were unsafe. Some submissions outlined a concern that widening the road would lead to increased speeding, which would reduce pedestrian and cyclist safety.

NTA Response to Issue 4:

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 general road safety including the safety of pedestrians and cyclists, will be improved by the proposals.

The proposals include the following measures to improve road safety:

- 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.
- footpaths provided for the length of the scheme, including in areas where there is currently no footpath provision, and increased footpath widths where possible.

Following review of the submission's the following design updates are proposed:

- An additional pedestrian crossing has been included on Ballycurreen Road close to the new western bus stops.
- An additional signalised crossing is proposed on Grange Road close to the Church of Incarnation to enhance connectivity to the Elmwood Medical Practice and the Grange Road/Tramore Valley Park Pedestrian and Cycle Link.
- A new signalised crossing is proposed on Donnybrook Hill close to Inchvale Road. A new 'pedestrian and cyclist only' link is proposed to connect Donnybrook Hill with Westbrook Gardens and Ballybrack Greenway.

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

Issue 5: Potential Land Acquisition

Submissions were concerned about the potential land acquisition, the possible loss of garden amenity, reduction in parking, property value, privacy and security. Some submissions outlined the view that the road works would increase the risk of subsidence to properties (Curragh Woods on Ballycurreen Road and properties on Well Road).

NTA Response to Issue 5:

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. The number of properties potentially impacted has reduced from approximately 108 properties to approximately 55 properties. The following design updates have significantly reduced the potential land acquisition associated with the proposals:

- Curragh Woods adjacent to Ballycurreen Road: the revised proposals remove the potential impact on the boundary wall on the southern side of Ballycurreen Road at this location.
- Grange Road: the revised proposals reduce the potential impact on property and the boundary walls on Grange Road. The revised proposals include a quiet street treatment on Shamrock Drive and Grange Avenue which removes the potential impact on the boundary wall at this location.
- Riverbank, Douglas Wells Apartments and Douglas Hall Lawn: The proposals for Riverbank, Douglas Wells Apartments and Douglas Hall Lawn are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor. The provision of infrastructure for pedestrians and cyclists on Well Road remains an objective of the Cork Metropolitan Area Transport Strategy.
- Well Road: The proposals for Well Road are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor. The provision of infrastructure for pedestrians and cyclists on Well Road remains an objective of the Cork Metropolitan Area Transport Strategy.
- The proposals for Frankfield Road have been revised to align with the Active Travel Scheme recently progressed by Cork City Council through the Section 38 planning process.

Where land acquisition is envisaged, the NTA will engage with the relevant landowners. 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.

Engagement with landowners will 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, provision for parking, access, and landscaping.

Issue 6: Traffic Impact

The principal issues in relation to this topic were associated with the capacity of the road infrastructure to accommodate possible increased traffic volumes safely. Concerns were raised that possible increase in traffic volumes may result in bad driver behaviours, increasing safety concerns for pedestrians, cyclists, and other motorists.

NTA Response to Issue 6:

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.

Issue 7: Impact on character and heritage

Several submissions raised concerns about the potential impact on the character and heritage of the area. The submissions outlined the view that the proposals have too large an impact on the character and heritage of the area.

Some submissions outlined the proposals may interfere with an old stone wall along Grange Road particularly at Seven Oaks. Concerns were raised about the proposals for demolition of portions of the stone wall will have a visual impact on the Bellevue Estate.

NTA Response to Issue 7:

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.

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 potential impact on the character and heritage of the area.

The revised proposals will reduce the potential impact on property and the boundary walls on Grange Road including the boundary walls at Seven Oaks and Bellevue Estate.

Issue 8: Cycling Infrastructure

Some submissions sought clarity on where the new bridge to Tramore Valley Park bridge (over the N40) would connect with the Grange Road. They requested a toucan crossing be provided in this area to facilitate cyclists crossing to use this new greenway and to access the church and school. The need for a crossing from the Church of the Incarnation and the Elmwood Medical Practice was also requested.

Several submissions raised objections to the provision of cycling infrastructure on Well Road, Douglas Hall Lawn, and Riverbank.

NTA Response to Issue 8:

A signalised toucan crossing is proposed close to the Church of Incarnation to enhance connectivity to the Elmwood Medical Practice and the Grange Road/Tramore Valley Park Pedestrian and Cycle Link.

The proposals for Riverbank, Douglas Wells Apartments and Douglas Hall Lawn are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor. The provision of infrastructure for pedestrians and cyclists on Well Road remains an objective of the Cork Metropolitan Area Transport Strategy.

Issue 9: Alternative Proposals

Several submissions identified alternative proposals. These included the suggestion that buses coming from Grange turn down Donnybrook Hill utilising the existing bus lane and travel along Douglas West to Church Street. This would utilise elements of the existing bus routes 206/207/216/220.

A submission highlighted there is an open green area west of the proposed bus stop at the pedestrian entrance to Stockton Close. This walkway links Stockton Close, Amberly Park, Grange Heights, Arbour Court, and Kingsford Park and would be an easily accessible location for all residents. Furthermore, the bus stop could be located here without adversely affecting any residents.

Some submissions suggested reducing the scale of the proposals on Grange Road by routing cycling into the nearby estates as quiet street treatments. This would reduce the impact on boundary walls, trees, and landscaping.

NTA Response to Issue 9:

The revised proposals involve routing buses on Donnybrook Hill and Church Street to access Douglas. This is the route that buses currently travel on.

The bus stop on Grange Road is proposed to be relocated to the west to the pedestrian entrance to Stockton Close as suggested.

The proposals have been revised to reduce the potential impact on property and the boundary walls on Grange Road. The revised proposals include a quiet street treatment on Shamrock Drive and Grange Avenue which removes the potential impact on the boundary wall at this location.

Issue 10: Antisocial Behaviour

Several submissions raised the increased potential for antisocial behaviour at Douglas Wells apartments and Douglas Hall Lawn that could arise because of the proposals. The submissions highlighted the older age profile of residents in this gated community. Loss of security was identified as a significant issue in the submissions at this location.

NTA Response to Issue 10:

The proposals for Riverbank, Douglas Wells Apartments and Douglas Hall Lawn are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor. The provision of infrastructure for pedestrians and cyclists on Well Road remains an objective of the Cork Metropolitan Area Transport Strategy.

Issue 11: Public Information Campaign

There was a general concern raised in many submissions, that residents have not been considered in this process, that the procedure is 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.

Some submissions outlined a view that there was not enough baseline data collected. These submissions outlined the view that in depth environmental, cost/benefit, social, economic, safety, traffic, heritage, or conservation data was not collected or analysed before the scheme was designed. It was also suggested that surveys and studies could establish where it is that commuters need to get to. It was stated that if this data was collected and traffic modelling was done, the scheme could aim to provide for these needs.

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 538 submissions, while overall 2,982 submissions were received. In addition, there has been one Community Forum which was held in Nemo Rangers GAA Club, and a public information event that was held over two days in Nemo Rangers GAA Club. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide.

A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a 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: Access to Property

Submissions outlined concerns over potential difficulties and dangers when accessing and egressing their property due to conditions such as possible introduction of cycle lanes, potentially increased traffic speeds, or traffic volumes.

Some submissions were concerned that, due to the possible loss of driveways and on street parking, it could make it even more difficult to access their property for themselves and visitors. Some submissions outlined the view that the loss of driveways would make it more difficult to turn in their driveway to face out, and that they would have to reverse onto the road. Many residents highlighted concerns about this, in relation to their own safety and the safety of pedestrians, cyclists and other road users.

NTA Response to Issue 12:

The impact on property boundaries has been assessed further in terms of how it may affect access arrangements to properties, particularly where stepped access or steep driveways might be affected. The Preferred Route Option on Grange Road proposes a bus lane in one direction rather than both directions thereby reducing the land take required and mitigating the impact on steeper driveways. As the design progresses, and more detailed topographical survey is available, impacts on driveway gradients and access will continue to be reviewed with changes incorporated where appropriate.

Issue 13: Impact on Community

The submissions highlighted there is a strong sense of community and residents actively look out for each other. Some submissions outlined a view that the proposals will have a negative impact on community located in the Douglas Wells Apartments and Douglas Hall Lawn areas. Some submissions outlined a view that the proposals would ruin the attractive cul-de-sac character of three residential areas: Douglas Hall Lawn, Douglas Wells and Riverbank. Other submissions outlined a view that the addition of bus and cycle lanes would have positive impacts for the community.

NTA Response to Issue 13:

The proposals for Riverbank, Douglas Wells Apartments and Douglas Hall Lawn are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor. The provision of infrastructure for pedestrians and cyclists on Well Road remains an objective of the Cork Metropolitan Area Transport Strategy.

Issue 14: Technical Surveys

Submissions outlined a view that insufficient data has been provided to support the proposed infrastructure. Other submissions outlined a view that the background maps used when designing this route are out of date and do not reflect the status of the buildings in the area, including extensions.

NTA Response to Issue 14:

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.

Appendix A Specific STC K Submissions and Responses

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References	Statement	CE response and recommendation
NTA-C9-2462	Object to Mangala Bridge	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2471	Object to Mangala bridge.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2471	New bus stop across from Ballinlough house to close of the junction off Skehard Road.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2471	Toucan by Ardmahon not needed.	Pedestrian crossing was proposed to assist pedestrians in crossing the road. The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2490	The Bus Connects proposal to build a bridge through Ballybrack Woods in Douglas is widely despised and does not have a shred of support locally.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2559	a "quiet cycle route" in Douglas Hall Lawn will compromise our security as people could then walk by our homes at all times of the night, and it will attract unsocial behaviour as the area is very near Douglas village which has a few off licences and pubs and we have seen groups of young people leaving behind many used cans and beer bottles.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2559	We do not want to lose these few car parking spaces in Douglas Hall Lawn	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2559	Also how will you arrange for our safety when we now have a secured gate? Also the entrance road via Douglas Hall lawn has a lovely grass area where we see many children playing; will they now be at risk from fast cyclists through this area ? In addition we have a high wall boundary and our residents do use this narrow access for pedestrian access to Douglas Village, but a bike access for all members of the public will definitely compromise our safety, security and sense of well being .	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2560	Proposed cycle way through Douglas Wells would increase anti-social behaviour.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2560	Proposed cycle way through Douglas Wells would increase noise pollution.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)

References	Statement	CE response and recommendation
NTA-C9-2560	Objection to CPO to build cycle way through Douglas Wells apartment complex.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2561	A cycle way through Douglas Well, Douglas Hall Lawn, and River Bank will impact elderly residents who have health issues and have home care assistance. Increase in traffic of scooters and bikes will increase risk for those residents on Douglas Well.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2562	Why not move the Bus stop on the corner of Grange Road up beyond the entrance to Kingsley where the road widens? Do this and any congestion which occurs when the bus comes to a stop on that corner is alleviated.	The bus stop location serves, Donnybrook hill Grange Avenue and Ballybrack Heights in current location.
NTA-C9-2562	The proposal will not only negatively impact the community but the negative impact on the woodlands and wildlife will be beyond repair. It is estimated the up to fifty percent of the woodland area in certain sections could be lost!	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2562	All traffic congestion on the Grange Road occurs going down the hill, towards Douglas. Therefore, any widening of the road should be completed on the opposite side of the road to Grange Terrace. We cannot see any benefit to the widening of the Grange Road to accommodate a bus lane on both sides of the road. It is simply not required.	The proposals have been revised on Grange Road to provide a bus lane in one direction.
NTA-C9-2562	Grange Road residents will be expected to make numerous trips back and forth from their car carrying heavy bags on potentially a now busier road if both proposals go ahead. The convenience of being able to park outside your own house cannot be overstated, especially as one gets older. Losing it unnecessarily makes it even harder to accept.	On street car parking has been included at Grange Terrace in the revised proposals.
NTA-C9-2562	We are expected to park up around the corner in Kingsley which will lead to its own health & safety concerns, reversing in and out of car spaces so close to an entrance to an estate, unable to see potential traffic turning in.	The revised proposals include on street parking and a footpath at Grange Terrace. Parking is also proposed on the approach to Kingsley.
NTA-C9-2564	Residents of Douglas Well strongly object to the proposed cycle way.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2564	Douglas Well apartment complex is occupied mainly by elderly and retired residents. Some of these residents have health issues and are in receipt of daily home care assistance.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2564	Security and safety will be compromised if cycle lane is introduced through Douglas Well complex.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-2565	Wheel chair users will Project undermines quality of life of wheel chair users and elderly residents.	The BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily (this includes wheelchair users and elerly residents). By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-2565	Scheme could increase anti-social behaviour around Douglas Wells apartment complex. Should this proposal becoming a reality, anti-social behaviour at all hours will undoubtedly escalate we will become prisoners in our homes.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2565	Residents purchased the property for its tranquillity, safety, privacy, easy access to shops and public transport. BusConnects project will take this amenities away, impacting on resident's lives.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2565	Objection to CPO land in the Douglas Wells apartment complex.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2566	Cycle route will impact on elderly residents of Douglas Wells apartment complex.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2566	Residents of Douglas Wells apartment complex worry that proposed cycle route on Douglas Hall will cause safety issues.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2567	Firstly why construct an over scaled bridge destroying the only vital Natural Amenity area for the people of Douglas? When there is an obvious alternative. That alternative is already in use, where the bus on a dedicated bus lane comes down to the end of Donnybrook Hill and all it need then do is turn right across Church Road which actually is wide enough and under an existing bridge and on to the Fingerpost Roundabout to connect with the Maryborough Hill bus on route (1). I do believe that being the only Natural Amenity (Mangala) in Douglas, were it destroyed by the proposed bridge, that people who now regularly use it will just get in to their cars and drive somewhere else that's unspoilt. So where would be the sustainability in that? Shouldn't we be encouraging people to stay local and enjoy their own natural public realm and natural green areas and not be driving elsewhere totally defeating the purpose.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2567	Surely it has to be more cost effective to use an existing route by just re-purposing a small existing bridge rather than constructing a large scale fly over style bridge from start and destroying Douglas's only Natural Amenity area. Cost does matter, we are tax payers & expect money to be used wisely.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2567	If there were a bus stop by the Community Park, elderly people could safely walk through the park and then access shops and amenities in the heart of the village without crossing to many roads. You could not expect elderly people to walk back up the steep Donnybrook Hill to access the bus, it would need to be on level ground, hence Church Road is an ideal route as it connects so many amenities.	A bus stop is included on Church Street to provide connectivity with the park.

References	Statement	CE response and recommendation
NTA-C9-2568	I can't understand your thinking for destroying a haven for wild life.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2570	Residents of Curragh Woods will lose side access to their home.	The proposals have been revised to reduce the impact on properties. Refer to Issue 5 & 12 of Public Consultation Report (Jun 2022- Oct 2022).
NTA-C9-2570	The boundary wall of their home and the road is a retaining wall and they are understandably very concerned about this being moved.	Refer to Issue 5 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2570	The map showing proposed developments is inaccurate and does not show the existing extension to the home and how near this is to the proposed development.	Refer to Issue 14 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2570	The loss of anywhere to park a car and the car parking space would be removed and as the house is at the end of the cul de sac, space needs to be kept for cars turning, leaving them without a space to park near the home.	The proposals have been revised at this location and car parking is no longer impacted.
NTA-C9-2570	Potential CPO would take significant portion of garden (side and back).	Refer to Issue 5 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2571	I strongly object to this proposed route on account to the flyover Mangala woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2571	Mangala greenway is a significant and valuable resource and much loved by the people living in Douglas.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2572	Mangala is the only natural woodland remaining in Douglas and has important biodiversity and wildlife that needs to be preserved at all costs.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2572	There are already bus service that is fit for the purpose and there really isn't a need for extra bus corridor and cycle lane.	The population of Cork is anticipated to increase which is likely to increase travel demand. The BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, green, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.

References	Statement	CE response and recommendation
NTA-C9-2572	It would really angry me to see the present footpaths, green area and mature trees along Grange Road removed.	Refer to Issue 7 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2572	I believe it wouldn't take the cars off the road and would only add to increased volumes of traffic that would result in poorer air quality, noise pollution, and make it unsafe for all road users.	Refer to Issue 6 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2572	Proposals would destroy the natural beauty of Douglas and would adversely affect peoples mental and physical health.	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment process wich will be carried out by the NTA during the preparation of a planning applciation of the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-2572	Green area acts as a important buffer for the residents in Shamrock Lawn from traffic, has mature trees that provides necessary clean air and stops cars from doing rat runs through the state to the Grange Road.	Refer to Issue 5 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2572	Replacing mature trees with young trees woud result in lower air quality as they would not be able to absorb the same level of CO2.	Refer to Issue 3 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2573	Route will encourage anti-social behaviour.	The proposals for Well Road including the quiteway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2573	Not practical or feasible to provide route through Douglas Wells.	The proposals for Well Road including the quiteway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2573	Riverbank Road is too narrow.	The proposals for Well Road including the quiteway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2573	Existing pedestrian lanes is not wide enough to accommodate cycle lane safely.	The proposals for Well Road including the quiteway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2573	Proposals will increase activity traffic safety issues as the cul de sac is already busy.	The proposals for Well Road including the quiteway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-2575	As an alternative, we would also suggest that BusConnects Cork considers routing cyclists from the Well Rd/Skehard Rd intersection, along the already-constructed cycle lane at Churchyard Lane, to Ardmahon Estate and Lake Lawn, and on to Douglas village. This would provide a safe cycle path to Douglas and be especially beneficial for children and young adults cycling to the 3 primary schools and 2 secondary schools in the Douglas-Ballinlough area.	Noted
NTA-C9-2575	A cycle lane will provide ready and easy access for pedestrians between Douglas village and our home. BusConnects intends to create greater ease of access for those inclined to antisocial behaviour, as young people who congregate in Douglas will more readily pass through Riverbank, Douglas Wells, and Douglas Hall Lawn.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2575	We would like to suggest that, in fact, the section of the Well Rd between the Woodview/Douglas Hall Lawn roundabout and the Douglas Rd, is suitable for cyclists, as the narrowness of the road generally dictates that the traffic moves at a reasonably slow and cautious pace. If deemed necessary, a lower speed limit could be introduced along all of the Well Rd.	Noted
NTA-C9-2575	Cyclists going to Douglas Community School and Regina Mundi use Woodview to gain access to and from the Douglas Rd, as a right-hand turn is prohibited at the end of the Well Rd and at the end of Riverbank.	Noted
NTA-C9-2576	The Mangala has provided us with a safe and pleasant woodland for much-needed healthy, calming walks, which was especially valuable to us during Covid lockdowns. It continues to be a much-loved place of beauty, as sanctuary for wildlife and plants. This current proposal will destroy a natural woodland, rich in flora and fauna, and rob the people of Douglas of this last remaining, much-used amenity. We cannot understand how the plan to reduce carbon emissions can coincide with the deliberate destruction of a large section of this mature woodland area.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2577	The proposed bridge over Mangala should not go ahead. This is one of the last remaining green spaces left in Douglas and should be protected.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2577	The amount of trees and woodland being removed is both substantial and worrying.	Refer to Issue 3 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2578	Anything to do with the Mangala needs to be reviewed. The amount of people that used this woods is extremely high.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2579	Mangala it is the beautiful green oasis of our community. Destroying it would affect both the environment and the community.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2580	More frequent bus service would make it alot easier to get to your location on time.	Noted

References	Statement	CE response and recommendation
NTA-C9-2581	Alternative bus routes to and from school. The buses are already full by the time they get around to some peoples houses.	The provision of infrastructure for buses supports additional bus frequency.
NTA-C9-2581	Reduce noise pollution caused by the road traffic.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2581	The plan will have an impact on peoples privacy.	The design of new boundary walls will be undertaken in a manner that considers privacy. Walls will be restored on a like for like basis so that the impact on privacy is reduced insofar as possible.
NTA-C9-2582	If it taking away it will be detrimental to the area Not only are you destroying nature it will cause big pollution in the area aswell.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2583	Knocking wall at carraghwoods will have a huge impact on the community of this area.	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. Wallswill be restored on a like for like basis. In this way it is anticipated that the proposals will address the potential impact on the character and heritage of the area.
NTA-C9-2584	by building a bridge over mangala woods would have a huge impact on the community Aslo effect people's mental health	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2585	by building a bridge over it will destroy the green area. And also have an effect on community.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2586	if there was a bridge build over the mangala the people wouldn't feel safe walking.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2587	Its the only green area left in Douglas and your going to remove it.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2588	It is very important to the people in the Douglas the woods play a big factor.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

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NTA-C9-2589	it will have a huge impact on environment if you put a bridge over the mangala woods. And will have a big impact on the community.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2590	The mangala woods is really important part of Douglas as its the only green area left. The area is a huge social importance and Will have an impact on all ages to use throughtout the day.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2591	The bridge will lead to groups of youth congregating there and will lead to anti-social behaviour.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2591	Will have a huge impact on wildlife and the environment by removing the woodland.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2592	Destruction of wildlife Aswell destruction of habitat.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2592	noise and air pollution due to the large amount of traffic in Douglas. Flooding due to the removal of shrubs and trees.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2593	This plan will increase noise and traffic pollution. Aswell will decrease the quility of living in Douglas.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2594	This will have a big impact on the community due to it been a very unique part of Douglas.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2594	It is important that this is not taken away due to it being a good cycle route	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2595	This plan will impact on lots of anti-social behaviour in Douglas area.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-2595	This plan will impact lots of wildlife in the area.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2596	The wildlife is key to the area of the Mangala woods it needs to be observed. Removal of the mature trees will destroy the biodiversity of Douglas. Will have a big impact on the community due to green space. The green space is important to the people its good for there mental wellbeing.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2596	The mangala woods is a very important identity to Douglas.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2597	increased noise pollution in Douglas.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2597	This will have a big impact of the people walking through Mangala woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2598	The ecological cost of cutting through Ballybrack/Mangala woods far outweighs any benefits	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2599	The damage it would do if the bridge was put over the Mangala Will lead to the only green area being destroyed Aswell as people left annoyed and the trees will be destroyed.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2600	Please don't take the Mangala away from us. We use it for walking, cycling and looking for birds and fish	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2601	I walk to Douglas everyday through the Mangala. Please leave the Mangala alone	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2602	If proposals go ahead it will be impossible for residents to get out of their houses on Well Road/Douglas Road	The proposals for Well Road including the quiteway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-2602	Health and safety hazard on the Well and Douglas Road	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2603	I use the Mangala everyday, please come down and see what we are talking about	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2604	I am opposed to a bridge over Ballybrack Woods Trees and wild species are important	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2605	I strongly believe it would be a disgrace to destroy what is a fantastic amenity in the middle of Douglas (Mangala).	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2606	I object to the flyover over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2607	Increase in anti social behaviour on Well Road due to cycle path	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2607	Put the cycle path through Woodview, it's a one way system and no gardens would need to be taken	Noted.
NTA-C9-2607	I would like to object to a cycle path through my grounds on Well Road	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2607	Security risk to residents on Well Road due to cycle path	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2609	Your plans to put a bridge from Carrigaline Road to Grange Cross is beyond crazy This is the only walk that is available It would disturb the tranquil amenity	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-2617	Some people are not physically capable of cycling and rely on their cars	The BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily (this includes wheelchair users and elderly residents). By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce. This will make it easier for those whose only option is a car to undertake their journey.
NTA-C9-2617	The Well Road is not fit for heavy traffic Schools in the area will also add to traffic congestion	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2617	Proposals will increase noise and air pollution	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2617	Felling trees is monstrous making the area into a concrete jungle	Refer to Issue 3 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2617	I don't want my garden and beautiful trees to be taken away from me in Dougals	Noted
NTA-C9-2618	People will use public transport more if it is safe, clean and reliable	Noted
NTA-C9-2618	There will be more pollution and noise pollution with the proposals in the Douglas area	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2619	we wish to object to the proposed cycle path which is depicted in Map 14. Douglas Wells complex has quality, tranquility and security. Physical safety of the aged occupants would be at risk from the transit through the property of cyclists, scooters, pedestrians, loiterers, litterers and revellers at all hours of day and night.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2619	Map 14 of the Emerging Preferred Route is inaccurate and sloppy. As depicted, the route would go straight through block two. In reality there would have to be a chicane eliminating some off-street parking and complicating access to underground parking, provided at great expense	Refer to Issue 14 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2620	The proposed increase in traffic flows on the Well Road will hinder access/egress from Douglas Hall Lawn at the entrance roundabout.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-2620	I wish to express my concerns relating to the proposed Well Road Cycle Route and the Quietway along Douglas Hall Lawn/Douglas Wells/Riverbank. The proposal will provide a 24 /7 direct pedestrian route and link from the busy Douglas Village to Skehard and beyond and this will inevitably dramatically increase incidents of anti-social behaviour in Douglas Hall Lawn.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2620	The proposed increased pedestrian and cycle traffic will create further traffic safety concerns in Douglas Hall Lawn. The existing pedestrian path linking Douglas Hall Lawn to the Well Road is a narrow, unsupervised alleyway, which is unsuitable for increased cycle lanes, and attracts anti-social behaviour. Encouraging further traffic down this lane should not be considered.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2621	The proposed increase in traffic flows on the Well Road will hinder access/egress from Douglas Hall Lawn at the entrance roundabout	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2621	We wish to express my concerns relating to the proposed Well Road Cycle Route and the Quietway along Douglas Hall Lawn/Douglas Wells/Riverbank. Our biggest concern is that the proposal will provide a 24/7 direct pedestrian route and link from the busy Douglas Village to Skehard and beyond and this will inevitably dramatically increase incidents of anti-social behaviour The existing pedestrian path linking Douglas Hall Lawn to the Well Road is a narrow, walled unsupervised alleyway, which is	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2621	There are significant numbers of mature trees and historic limestone and sandstone walls along the Douglas Road which will be eliminated under this proposal.	Refer to Issue 7 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2621	The Well Road is generally unsuitable for cyclists anyway	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2621	There are significant numbers of mature trees and historic limestone and sandstone walls along the Douglas Road which will be eliminated under this proposal.	Refer to Issue 3 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2621	Safe dropping zones for schools, walking school bus routes and 'light touch' road redesign that would encourage parents to leave cars at home during peak school hours would work so much better.	Noted
NTA-C9-2621	The proposed increased pedestrian and cycle traffic will create further traffic safety concerns in Douglas Hall Lawn.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2622	The proposed increase in traffic flows on the Well Road will hinder access/egress from Douglas Hall Lawn at the entrance roundabout	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-2622	I wish to express my concerns relating to the proposed Well Road Cycle Route and the Quietway along Douglas Hall Lawn/Douglas Wells/Riverbank. My biggest concern is that the proposal will provide a 24/7 direct pedestrian route and link from the busy Douglas Village to Skehard and beyond. This will inevitably dramatically increase incidents of anti-social behaviour in Douglas Hall Lawn.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2622	Also, the proposed increased pedestrian and cycle traffic will create further traffic safety concerns in Douglas Hall Lawn.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2623	It is not practical or technically feasible to gain access via Douglas Well Apartments - the Douglas Wells Apartment is a secure gated complex, with apartment blocks either side of the proposed route. significantly increase traffic on the Well Road, which may lead to severe congestion and issues with access/ egress to Douglas Hall Lawn	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2623	<ul style="list-style-type: none"> • Reduce speed limit on Well Road to safely accommodate cyclists and improve safety for all road users. • Reconfiguring of already proposed Well Road modifications to adequately accommodate a cycle lane • One way system on Well Road. • Use of existing well established thoroughfares (i.e. not cul-de-sacs) to link the Skehard Road with the Douglas Road. • Well Road Pinch Point to be assessed and addressed 	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2623	A direct link from Douglas Hall Lawn to Douglas Village, via the Douglas Wells Apartments and Riverbank, would provide a thoroughfare which would be open all night, would attract significant antisocial behaviour Additional pedestrian and cyclist traffic via the existing Pedestrian Patch (Postman's Path) linking Douglas Hall Lawn to the Well Road, on a 24/7 basis will attract significant antisocial behaviour	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2623	The southern end of Douglas Hall Lawn is quite congested, with the Tennis Club entrance, the Douglas Wells Entrance, a cul-de-sac turning area, and access to the Pedestrian Path, all in addition to vehicles being parked there from the Apartment complex, and from Well Road residents	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2623	The Cork Harbour Special Protection Area (SPA) (Sitecode IE 0004030) is immediately adjacent to Douglas Hall Lawn Proposed construction works and additional traffic may adversely impact the Special Protection Area.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2623	The existing Pedestrian Path ('Postman's Path') linking Douglas Hall Lawn with the Well Road is too narrow (min 2.4m) to safely accommodate a cycle lane. Existing Riverbank road width is insufficient to safely accommodate a cycle lane. The proposed cycling exit from Riverbank onto the Douglas Road is not linked to any cycleway in Douglas Village	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2623	Given the extent of existing traffic and parking in Douglas Hall Lawn, the existing footpath width and road width in Douglas Hall Lawn are insufficient to provide for parking, pedestrians, 2 way traffic and a cycle lane.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2623	in addition to an appreciable increase in air pollution due to traffic -we would request that this is also taken into consideration.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)

References	Statement	CE response and recommendation
NTA-C9-2623	Douglas Hall Lawn and Riverbank similarly, is a long established cul-de-sac which was built circa 55 years ago Douglas Wells is a secure, private gated Apartment Complex. The Tennis Club, for the past 40 years, similarly enjoys a peaceful, private aspect being accessed through Douglas Hall Lawn. The proposed scheme will radically and unreasonably change the above well established amenities	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2623	The existing road junction at the Southern end of Douglas Hall Lawn is already very busy and quite unsafe -any increased pedestrian and / or cyclist traffic will increase the safety risk. A dedicated cycle route at Pedestrian Path ('Postman's Path') linking Douglas Hall Lawn with the Well Road would be a significant safety concern for both pedestrians and cyclists. A Pedestrian Crossing is proposed at the exit onto the Well Road from the Postman's Path -if a cycleway is introduced this	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2624	I wish to strongly object to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2625	The proposed increase in traffic flows on the Well Road will hinder access/egress from Douglas Hall Lawn at the entrance roundabout.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2625	My biggest concern is that the proposal will provide a 24/7 direct pedestrian route and link from the busy Douglas Village to Skehard and beyond. This will inevitably dramatically increase incidents of anti-social behaviour in Douglas Hall Lawn. The existing pedestrian path linking Douglas Hall Lawn to the Well Road is a narrow, unsupervised alleyway, which is	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2625	Also, the proposed increased pedestrian and cycle traffic will create further traffic safety concerns in Douglas Hall Lawn.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2717	An industrial bridge over the woods is destruction of a valued amenity	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2742	What is proposed for Ballybrack woods can only be described as environmental vandalism on an industrial scale. This is an area of substantial ecological significance and is an amenity much valued by many people both living in its immediate vicinity and further afield.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2750	Loss of trees will effect health and wellbeing.	Refer to Issue 3 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2762	The changes to Ballybrackwoods are unnecessary.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-2762	This will lead to the frequency of buses and without a big financial cost	the nature of this statement is unclear.
NTA-C9-2762	There are difficulties during school times for busy traffic.	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 daily travel demand for journeys by private car will reduce.
NTA-C9-2762	By removing the parking spaces will lead to A disadvantage to small business Also drop off to school and resident parking.	Noted
NTA-C9-2762	The impact by removing the trees will cause. The amount of damage to people's property The character and quality of the residents Also the heritage of the area.	Refer to Issue 3 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2763	This will cause the increase of the noise pollution for the area. Will remove the habitats of wildlife.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2763	By removing the trees will impact people going for walks and meeting other residents for social communication.	Refer to Issue 3 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2764	By adding the bridge there will be alot more teenagers taking drugs.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2764	By implementing this plan is going to increase the noise pollution from the road. Will impact people walking because they have to listen to the traffic.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2764	Will have an impact the wildlife in general will also impact the children from enjoying walking and cycling in the area.	Refer to Issue 3 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2765	will impact the destruction of over 50 percent of the Ballybrack woods. will also impact plants and wildlife.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-2765	Will have an impact on the community It will impact people walking and enjoying the beautiful nature the woods bring to Douglas.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2767	The woods are very important feature to Douglas Will impact people walking and enjoying time with friends.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2767	Will impact the wildlife of the area.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2768	Will impact local wildlife Its the only green area in Douglas. Will destroy eco-systems. Destroying much needed trees.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2768	This will impact air pollution caused by the construction that is needed.	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment process which will be carried out by the NTA during the preparation of a planning application of the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-2768	Will destroy the community by putting a bridge over Ballybrack woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2769	This will impact people enjoying their walks in the area due to woods be covered by a bridge.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2770	the destruction of even more trees in the Ballybrack Woods would be detrimental to the environment. Building the proposed road would create major noise pollution and disrupt the peaceful harmonious environment there at present. The development of this new proposed road will destroy a natural habitat and displace many creatures who happily reside there at present Many people have wonderful memories of enjoying the peace and tranquillity of the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2771	I have a keen interest in Ballybrack Woods known locally as the "Mangla" and strongly object to it being spanned with a road/bridge. The Mangla is a badly needed amenity for the people of Douglas and beyond and a haven for wildlife of all kinds.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2772	I wish to object to strongly to the proposal to build a bridge across the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-2782	Objection to the proposed construction of a 20 metre wide bridge over Ballybrack Woods The existence of trees, streams and wildlife would be destroyed The bridge would re introduce noise Proposals wipe out a recreational facility	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2788	Another option is to develop pedestrian access between Manor Farm Lehenaghmore (behind Dwyers electrical) and STC K (Kinsale Road to Douglas) In this case people could walk a short distance safely (200 meters!) to the 'Ballycurreen Road/Kinsale Road unction' linking up with STC K (Kinsale Road to Douglas) and improving connectivity to Douglas.	This proposal is outside the scope of STC K
NTA-C9-2790	The 25 metre wide bridge from Grange Rd to Carrigaline means the destruction of Ballybrack Woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2790	I strongly object to this proposal and is also a contradiction of environmental advice on trees, green areas etc	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2790	Brinigng Grange Rd closer to the houses in Grange Ave b y 4-5 metres, this will be a major eyesore and is not acceptable	Refer to Issue 5 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2793	I would like to lodge an objection to proposed bike route through Rivetbank to Well road via douglas hall this is a quite residential area currently and this proposed route so close to Douglas village will lead to anti social activity in a enclosed out of sight location, this proposal is so out of touch when councils have spend years closing down similar lanes from drink and drug use.	The proposals for Well Road including the quiteway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2798	I am shocked and saddened at the proposal to build a large bridge over the Ballybrack Woods/Mangla area in Douglas. This is an area of mature woodland that contains a quiet green oasis This is a hugely popular area with people and families both from Douglas and it's surrounding areas.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2799	New Bridge connecting Grange to Carrigaline Road via Magala Valley will be taken away, on what grounds? Besides not being environmentally friendly it provide great walks for all of the local area, fresh air & great mental health.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2799	Page 52: New bus stop across from Ballinlough House to close off the junction off Skehard Road.	The proposals for Well Road including the quiteway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2799	Page 51: Toucan by Ardmahon, why? Not needed.	Pedestrian crossing was proposed to assist pedestrians in crossing the road. The proposals for Well Road including the quiteway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-2801	I support the Kinsale to Douglas	Noted
NTA-C9-2804	We do not want it. We do not need it. Go green by building a bridge no one wants???	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2805	Do not wish to see a bridge where it is not needed	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2805	Devaluing the homes in the area	The acquisition of some portions of private land will be required to facilitate the construction of this scheme. The design team sought to minimise this impact as far as practicable. The latest iteration of the designs has reduced the number of landowners impacted on STC I from 108 to 55 . 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/ .
NTA-C9-2805	You could not put a path outside the terrace houses at the lights on the Grange road back in the seventies. The number of time cars have to avoid someone coming out of Kingslea on foot or in a car. Joke.	A footpath has been proposed at Grange Terrace as part of the revised proposals
NTA-C9-2817	I am strongly against the Mangala Bridge Proposal that is being discussed	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2817	As for the proposed widening and compulsory purchase order of the Grange Road (along Grange Park side), why is this necessary? There is absolutely no congestion on that side of the road	The proposals have been revised for Grange Road. Refer to Issue 5 and 12 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2818	I am strongly against the Mangala Bridge Proposal that is being discussed	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2818	As for the proposed widening and compulsory purchase order of the Grange Road (along Grange Park side), why is this necessary? There is absolutely no congestion on that side of the road	The proposals have been revised for Grange Road. Refer to Issue 5 and 12 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2819	I suggest that the landtake should taken from the the opposite side of the road, they have 14.20 metres from their houses to their front boundaries, this would have significantly less impact to those properties, any concerns relating to steeper gradients to their drives would be counteracted by raising the roads and footpaths.	The impact on the gradient of driveways will be developed as the project progresses and topographical survey information is available.

References	Statement	CE response and recommendation
NTA-C9-2819	Serious noise and vibration concerns on moving road closer to my house on Grange Road	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2819	Proposals would seriously devalue my property on Grange Road	The acquisition of some portions of private land will be required to facilitate the construction of this scheme. The design team sought to minimise this impact as far as practicable. The latest iteration of the designs has reduced the number of landowners impacted on STC I from 108 to 55 . 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/ .
NTA-C9-2819	My front garden measures 7.80metres from my house to front boundary, the land take would have significant impact on my property on Grange Road . Subject to landtake may not have sufficient distance between my parked car and boundary wall to allow entrance gates to close.	Refer to Issue 5 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2819	Raising the road and footpath levels at this section of road would significantly improve road safety for all road users on Grange Road	Road levels will be reviewed as the design progresses and topographical syrvey data is available.
NTA-C9-2821	I have not seen buses delayed on this section of roadway. Cycles and buses could use the bus lane and save much expense. CorkCity does not lend itself to cycling as there are many hills.I have frequently travelled on the Kinsale Road near Cork Airport and I have never encountered a cyclist travelling in either direction.	Best practice guidance indicates seperate cycle lanes and bus lanes are required in this location.The topography of the area is a constraint. The development of ebikes makes hilly areas more accessible by bike.
NTA-C9-2821	The present wall at the junction of Grange Road and Donnybrook Hill at Shamrock Lawn was built only about 15 years ago and now it is proposed to remove it and the lovely trees and shrubbery. It is only now that the trees are becoming mature. There are very little green spaces and the ones that we have should be retained.	The proposals have been revised to remove the impact on the boundary wall at Shamrock Lawn.
NTA-C9-2821	The disruption to the residents will be unbearable noise dirt dust etc .This proposal will be the third iteration.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2821	I wish to object to the proposals being made in relation to the Grange Road.The removal of Green Spaces and trees seems like madness to me.	Refer to Issue 3 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2822	This area is one of the last green amenity areas in Douglas. It is only now that it is reaching maturity after the flood relief works. It is very nice area to walk in and enjoy the flora and fauna. It is proposed to build a bridge and also remove trees that have been there over 100 years and also take some of the land. The bridge would increase air and noise pollution ,not to mention the disruption during construction.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2825	Ballybrack woods has been a valued green space in this locality for many years, more so since the walk/cycle path was done a few years ago. There is the question of the environment and the wild life, we constantly hear about the importance of mental health in these troubled times, but nevertheless in the midst of this tranquil space you want to demolish many mature trees, thereby removing wildlife, and construct a major road through it thereby removing the opportunity for wellness for many people.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-2825	The noise pollution would be immense, the people you employ to make these plans, do they just look at the easiest way to get from A to B, have they no consideration for the local population?	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2839	Notwithstanding the above can the NTA please provide sufficient details including but not limited to: Site specific location plans with cross-sections and longitudinal profiles Environmental report for the location of Alderbrook Estate Rational behind item 1 The association shall be holding an AGM/EGM in early September to discuss the information provided by the NTA and for the committee to ascertain what actions, if any, the residents would like the committee to undertake.	The proposals for Frankfield Road between the Kinsale Road and Ballycurreen Road have been revised to align with Cork City Council's project - Active Travel Measures on Frankfield Road
NTA-C9-2843	move the bus stop bay in it's entirety, westwards to the public open space strip, immediately west of our property. There is sufficient depth in the strip to ensure accommodation for the bay without detriment to the amenities of the houses on Eugene Drive (east) consideration could also be given to a re-location westwards of the bus stop/bay currently positioned east of the pedestrian access to Stockton Close, Amberley, Kingsford Park and Grange Heights, to a location immediately west of the laneway as it would also give better access to housing estates on Cooney's Lane to the south of the Grange Road	This proposal has been included in the revised proposals. The bus stop is proposed to be relocated opposite the entrance to Grange Wood court. Bus stop now proposed to west of pedestrain access laneway to Stockton Close.
NTA-C9-2843	The current bus stop bay (north side of Grange Road, east bound) is incorrectly shown on Map 9 The actual bay is asymmetrically situated east of the bay on the opposite (south) side of the road	Noted
NTA-C9-2843	We are committed to opposing, by whatever means, any proposals for a further diminution of the character and amenities of our property, which is unique not alone within its curtilage, but when also in its aesthetic seen in its wooded and walled contribution to the amenities of the Grange area.	Noted
NTA-C9-2843	The said drawing clearly indicates a proposed new set-back roadside boundary, entailing encroachment on our property abutting the Grange Road. The consequences of same would be the removal of a section of the ancient d(c.1900) masonry wall of the enclosed wooded demesne	Refer to Issue 5 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2843	The much increased height of the new wall was 2 necessary to maintain the visual privacy enjoyed by our bungalow's glazed southern facade and fronting patio on Grange Road	The design of new boundary walls will be undertaken in a manner that considers privacy. Walls will be restored on a like for like basis so that the impact on privacy is reduced issofar as possible.
NTA-C9-2843	The initial bus corridor presentation showing the 4 routes was, I felt, largely incomprehensible to the audience that was expected to both understand and assimilate the map-based detail in the manner presented The presenter should at minimum have had a digital pointer to show exactly where on the maps he was describing; at best, some continuous 3D visualization - a la Google Maps - was needed	Noted. Animations of the proposals have been prepared for the next round of consultation.
NTA-C9-2845	Suggest that the landtake should taken from the the opposite side of the Grange road, they have 14.20 metres from houses to front boundaries, this would have significantly less impact to those properties, any concerns relating to steeper gradients to their drives would be counteracted by raising the roads and footpaths.	The impact on the gradient of driveways will be developed as the project progresses and topographical survey information is available.
NTA-C9-2845	Serious noise and vibration concerns on moving road closer to my house on Grange Road	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)

References	Statement	CE response and recommendation
NTA-C9-2845	Proposals Would seriously devalue my property on Grange Road	The acquisition of some portions of private land will be required to facilitate the construction of this scheme. The design team sought to minimise this impact as far as practicable. The latest iteration of the designs has reduced the number of landowners impacted on STC I from 108 to 55 . 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/ .
NTA-C9-2845	My front garden measures 7.80metres from my house to front boundary, the land take would have significant impact on my property on Grange Road Subject to land take driveway may not have sufficient distance between my parked car and boundary wall to allow entrance gates to close.	Refer to Issue 5 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2845	Raising the road and footpath levels at this section of Grange road would significantly improve road safety for all road users.	Road levels will be reviewed as the design progresses and topographical syrvey data is available.
NTA-C9-2847	The link from Kinsale Road to Douglas will have a determination effect on residents and business effecting access to businesses and homes. This is unacceptable it will even lead to access issues for emergency vehicles.	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 daily travel demand for journeys by private car will reduce. Refer to Issue 12 of Public Consultation Report (Jun 2022- Oct 2022).
NTA-C9-2847	The requirement for cycle lanes etc does not out way the loss that will occur as a result of these changes	Noted
NTA-C9-2857	But is the greater good served by butchering green amenities such as Ballybrack woods (manglas) destroying a beautiful peaceful area and discommoding wildlife from their natural habitat . the destruction of the area really does beggar belief	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2906	Another reason, the ditch that is right outside the house is an ancient ditch, just like the house it is several hundred years old and it should again be preserved. It has cultural importance, just like old ogham stones, ring forts, etc. You cannot destroy a part of our country's history for a footpath.	Noted
NTA-C9-2906	There are several animals that live in and use the ditch, we have several foxes that use it every single night of the week as a way of travelling. We also have hedgehogs, a protected species here in Ireland, protected meaning that they cannot be disturbed or touched. These hedgehogs use the ditch every year and rely on it as a means of survival. We also have bats that live in the trees up over the ditch, it is a habitat for them, bats are a protected species here in Ireland, that again means that you cannot touch them, and therefore cannot touch the trees or the ditch. We have notified the bat conservation society of this, we have also notified the hedgehog conservation society about this.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2906	Another reason, the trees along the ditch are ancient, several hundred years old, they have been here longer than most of the houses in the area, they are also a habitat for bats as previously mentioned. There is a large tree on our property, right on the road, it is a beautiful piece of nature and is again several hundred yearsold. We will be getting a tree surgeon to inform us about the trees and any preservation orders that might be on them.	Refer to Issue 3 of Public Consultation Report (Jun 2022 - Oct 2022)

References	Statement	CE response and recommendation
NTA-C9-2906	<p>There are several reasons why you cannot make any compulsory purchase order for any of our property, apart from the obvious that it is our property, and not the governments.</p> <p>These reasons are that according to the map you will need 3m for a bus lane and 2m for a footpath, however our house is less than 5m from the road so that would therefore mean that your road would be going through my kitchen. You cannot put your road or footpath through my house or through my garden. This cottage is several hundred years old and so should be preserved for cultural reasons as it gives us valuable insight into how our ancestors used to live, build, etc.</p>	Refer to Issue 5 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2908	This upgrade on the start of the Ballycurreen road (by the cross) will also affect the single houses that currently use the road as an entrance to and from there property.	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 daily travel demand for journeys by private car will reduce. Refer to Issue 12 of Public Consultation Report (Jun 2022- Oct 2022).
NTA-C9-2908	The current bushes are a natural sound barrier from the road noise currently and once this upgrade is complete, this peace will be removed.	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2908	The current residents of curraghwoods will be in full view as the bus passes on a possible 10 or 15 minute period.	Where privacy is impacted it may be possible through the design process to develop measures to reduce these impacts. Walls will be restored on a like for like basis so that the impact on privacy is reduced insofar as possible. 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, to mitigate the direct impact of the proposed scheme including the construction of new boundary walls, access arrangements and landscaping.
NTA-C9-2908	The upgrade of the Ballycurreen road at the front of the estate will also have a major impact on the residents of this area, as this is impinging on the existing house foundations and extensions.	As the design progresses geotechnical studies will be undertaken to establish ground conditions and ensure the concerns raised about house foundations are appropriately managed throughout the schemes development.
NTA-C9-2908	<p>The entrance to Curraghwoods coming from the grange side is serviced by a bus lane to just before the slip road (part of the planning to allow for ease of entry to Curraghwoods), based on the current drawings this is to be removed and a path and partial cycle lane and bus lane will put in.</p> <p>This will cause issues (possible crashes) and congestion during peak hours.</p>	The proposals have been revised at this location.
NTA-C9-2913	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2913	Objection to increased traffic on the Grange Road	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 daily travel demand for journeys by private car will reduce.
NTA-C9-2913	Objection to the removal of trees along the Grange Road	Refer to Issue 3 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2913	Objection to proposed closer proximity of the road to residential properties	Refer to Issue 5 of Public Consultation Report (Jun 2022 - Oct 2022)

References	Statement	CE response and recommendation
NTA-C9-2919	The slip road into the Curraghwoods Estate from the Grange Road now looks like it will be removed. I thought that this was a part of the original planning to gain access to the estate. This will have huge effects on traffic for residents and the area in general.	The proposals have been revised at the junction entrance to Curragh Woods.
NTA-C9-2930	There is an extremely high volume of traffic that enters the estate from that slip road everyday. If that entrance goes, the traffic will be backed up the entire Grange Road causing complete chaos.	The proposals have been revised at the junction entrance to Curragh Woods.
NTA-C9-2930	Finally if the newly apposed entrance is to be where the current exit is, this will be a catastrophe because if there is a new cycle lane on the left inside (blind side) cars will be turning into the estate which will cause a serious accident.	It is unclear where this statement is referring too.
NTA-C9-2963	The association objects to the removal of the right hand turning on the L2460 which was installed by Cork County Council for safety reasons and to prevent traffic backing up onto the Kinsale Road interchange in heavy traffic situations	An active travel scheme called 'Active Travel Measures on Frankfield Road' is proposed by Cork City Council. Frankfield Road is no longer part of BusConnects STC K.
NTA-C9-2963	The overall scheme is driving a motorway type footprint through areas which have been sensitively developed over the decades by the associations and individual house owners and will leave behind a sterile looking landscape	Refer to Issue 7 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2963	The taking of ground along the R851 and L2460 - the actual measurement calculations just complied with the necessary green open space and any reduction in the present open space will result in the Alderbrook estate not complying with the planning conditions of the development in addition to the curtailing of the children to enjoy the estate in a safe manner.	The proposals have been revised to align with Cork City Council's project - Active Travel Measures on Frankfield Road.
NTA-C9-2963	The removal of mature trees, hedgerows and historical walls is paramount to environmental vandalism	Refer to Issue 3 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2963	There is a lack of an alternative in the 'vague' plans and whether other engineered solutions were examined	Alternative considered are outlined in the Draft Emerging Preferred Option Report
NTA-C9-2963	we have not received the requested details from the NTA which was: Site specific location plans with cross-sections and longitudinal profiles Environmental report for the location of Alderbrook Estate Rational behind item 1	The proposals for Frankfield Road between the Kinsale Road and Ballycurreen Road have been revised to align with Cork City Council's project - Active Travel Measures on Frankfield Road
NTA-C9-2964	Is it possible that we may have to reverse out on to an extremely busy ,and fast road on Well Road	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-2964	In this plan there is no consideration ,or concession, of the Elderly , the Unwell , those with Poor Mobility, those that cannot cycle a bicycle , or who cannot walk any distance , those who are breathless , have poor Memory ; those who are sick of whom there are many	By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce. This will make it easier for those whose only option is a car to undertake their journey. The proposals include measures to improve facilities for those with poor mobility. The final designs will be regiorously assessed against all relevent design standards through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.
NTA-C9-2964	Great features like Antique Walls , Trees ,Gates , Driveways , and other recognisable aspects ,along. many of the Cork City roads ,that we have all lived with for much of our lifetime ,will be decimated and demolished , and many of these areas will become unrecognisable to all	Refer to Issue 7 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2964	A quick appraisal of the Well Road will inform , that it is steep , so for Cyclists going toward Douglas it is both fast and dangerous , and from the roundabout at Douglas Hall Lawn , and Woodview up to the Skehard road ,is equally steep .	The proposals for Well Road including the quiteway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2964	What will be the effect of noise on our homes, if the road is moved closer on Well Road? In addition to the likely major increase in Traffic , there will also be Noise , Pollution , and Vibration ,	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2964	The potential time frame of 2 years to completion is Highly optimistic . Huge movements of soil ,and rubble , large machinery , Large Lorries , noise , dust , Cement and irreparable damage to urban wildlife . What is the potential CARBON FOOTPRINT	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment process wich will be carried out by the NTA during the preparation of a planning applciation of the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C9-2964	Could our parking be completely lost, ? and replaced by something distant from our house , with all the difficulties that this would ,and could entail .	It is not clear where this statement refers too.
NTA-C9-2964	No Appreciation of the area , No Understanding of the Well Road , and the adjoining parks, and Estates and homes, , of the road itself, its traffic , and the established and mature and settled community that it is In short our properties have questions of parking that did not exist pre June 2022.	The proposals for Well Road including the quiteway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2964	Once the projected Plan came through out letterbox on June 28 th ,the Value of our properties dropped significantly	The acquisition of some portions of private land will be required to facilitate the construction of this scheme. The design team sought to minimise this impact as far as practicable. The latest iteration of the designs has reduced the number of landowners impacted on STC I from 108 to 55 . 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/ .
NTA-C9-2964	The Parents who use the Schools , and Crèches in the area , are going to be faced with insuperable problems of getting their Children to and from these Schools ,being denied access via the Douglas Road .	Noted
NTA-C9-2964	What is required is the introduction of calming measures to reduce the ,at times illegal speed on the Well Road	Noted

References	Statement	CE response and recommendation
NTA-C9-2964	There are adequate footpaths on both sides of the Well Road, but we are being asked to accept ,that we need space for 2-3 people to be able to walk abreast ON BOTH SIDES OF THE ROAD , when we know from years of observation that it's not a walking road .	There is no footpath on one side for sections of Well Road. The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2964	In this NTA plan , our Wall , Mature hedge , and habitats , together with those of our neighbours ,are to be DESTROYED on Well Road	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2964	In short our properties have questions of privacy that did not exist pre June 2022.	Where privacy is impacted it may be possible through the design process to develop measures to reduce these impacts. Walls will be restored on a like for like basis so that the impact on privacy is reduced issofar as possible.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, to mitigate the direct impact of the proposed scheme including the construction of new boundary walls, access arrangements and landscaping.
NTA-C9-2964	Not to include this hugely material information in the document covering the the Kinsale road to Douglas , and the Well Road , was at best careless and casual , at worst it was deliberate , and dishonest .	It is unclear what material this statement is referring too.
NTA-C9-2964	There will be potential damage to Foundations of our houses	As the design progresses geotechnical studies will be undertaken to establish ground conditions and ensure the concerns raised about house foundations are appropriately managed throughout the schemes development.
NTA-C9-2964	What impact on the Security of each property that may move from being unseen, to being completely visible on Well Road There will be issues of safety for children , and adults alike , as is inevitable with continuous heavy traffic .	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2964	At present there are NO FIGURES for 1. Existing Traffic Numbers on the Well Road 2.NO Projected Numbers for the Well Road ,should all this extra traffic be routed , either on the road , or via Rat Runs through the various Residential Parks .	Refer to Issue 14 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2965	We are concerned about the difficulty in accessing our homes on Well Road	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2965	we are concerned about the damage to Special Protected Areas on Well Road	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2965	We are concerned about the increase in noise/vibrations etc on Well Road	Refer to Issue 2 of Public Consultation Report (Jun 2022 - Oct 2022)

References	Statement	CE response and recommendation
NTA-C9-2965	we are concerned about the loss of gardens/driveways/trees/shrubs on Well Road	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2965	the documentation we received failed to advise us that the proposals would mean that traffic volumes were going to be increased significantly through our settled residential area as this was included in a different booklet that we only found out about through others.	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 daily travel demand for journeys by private car will reduce.
NTA-C9-2965	We are concerned about the high risk of subsidence on Well Road	As the design progresses geotechnical studies will be undertaken to establish ground conditions and ensure the concerns raised about the risk of subsidence are appropriately managed throughout the schemes development.
NTA-C9-2965	We were also extremely surprised to learn that this proposal has been issued without any traffic studies or traffic counts being undertaken.	Refer to Issue 14 of Public Consultation Report (Jun 2022 - Oct 2022)
NTA-C9-2968	what is proposed for Ballybrack woods can only be described as environmental vandalism on an industrial scale.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2979	Land on a section of the Well Road has already been preserved for potential future road widening of 14 metres, as part of the planning permission grant of the property opposite ours. This negates the need for any compulsory purchase order on our property. The 14 metres required is condition 13 of the planning grant. The drawing shows that there must be 14 metres of road width between the full length of our two opposing boundary walls.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2980	Will the proposed road / pathway through Douglas Wells Apartments be patrolled for anti social behaviour and potential loitering?	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2980	I also have been following the proposals to build a bridge over the green area of the Mangala near Donnybrook in Douglas. This is a rare area of green in a very built up area with significant investment in bio diversity, planting, walkways etc. Can you advise how this very important area is to be preserved under your plans for Douglas?	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road is not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2980	Regarding the proposed road / pathway through Douglas Wells Apartments –Will there be lighting, walls, fencing, width? Can pedestrians access it and estimated usage? There is no cycle lane in Douglas Village under the flyover in the plans. Will cyclists coming from Mahon and through Douglas Hall Lawn eventually have to cycle into busy traffic in Douglas	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2980	what traffic calming measures are being put in place at the entrance to Douglas Hall Lawn and at the first corner on entry	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

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NTA-C9-12	What are plans for helping people plan the journey? The current bus app is rarely correct when it comes to the Riverstown service 214, which leads to a lack of trust in the service and will put people off relying on and using this service.	This submission relates to the bus network redesign rather than the sustainable transport corridors public consultation.
NTA-C9-16	would suggest buses coming from Grange turn down Donnybrook Hill utilising the existing bus lane and travel along Douglas West - Church Street - Douglas East to the Finger Post. This would utilise elements of the existing bus routes 206/207/216/220	This is included in the revised proposals.
NTA-C9-16	Opposed to proposed bridge through Ballybrack Mangala Woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-16	Opposed to proposed bridge through Ballybrack Mangala Woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-25	STC K should start at Cork Airport instead of starting at Bull McCabes.	It is proposed that the physical infrastructure for bus priority will commence at Bull McCabes for STC K. Buses will still provide connectivity with the Airport.
NTA-C9-28	Opposed to proposed works through Ballybrack woods (Mangala) in Douglas	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-29	Opposed to proposed bridge through Mangala Woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-30	Opposed to proposed bridge through the Mangala Woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-31	The proposed construction of a road way over the valley is deeply concerning to me, and I fear that something so precious to so many people will be lost forever.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-31	Happy to see the more general plans centered around improving cycle and bus routes, and support the other planned upgrades.	Noted.
NTA-C9-33	The negative environmental impact on the Mangala would be huge if the proposed bridge over Mangala were to go ahead.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-34	Opposed to proposed flyover over the Mangala woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-35	Opposed to proposed bridge over Mangala woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

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NTA-C9-36	Building a bridge over the woods (Mangala) and taking away the feeling of wildness is absolute madness.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-37	Please rethink this bridge to ensure that the Ballybrack Valley is not overshadowed with this bridge, which will bring traffic and associated noise pollution, air pollution and block light.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-38	All of this disruption, damage and expense will only deliver 1 more stop. There is no way the benefit can be justified against the cost, both in terms of money and the damage to the greenway.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-39	The plan to put a bridge over the Mangala in Douglas will destroy one of the jewels of Douglas.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-40	This bridge would destroy the woods, the wildlife and the area.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-43	The construction of a bridge through Ballybrack woods would totally destroy native flora and fauna and completely spoil this peaceful amenity.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-44	Why not build these roads around Douglas instead of having to cut through the heart of Douglas?	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-44	Objection to the destruction of trees and areas of the Mangala to be replaced with a concrete, noisy roadway.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-46	Please do not destroy or damage the Mangala and the diversity of plant and animal life here.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-47	The Mangala woods bridge proposed Bus Connect plan will destroy an essential nature amenity in Douglas linking suburban housing developments to Douglas Village. The proposed plans for a bridge across It will destroy the park and should not be allowed .	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-48	Objection due to impact the proposal poses to community green space, Ballybrack Woods. The last two years has highlighted the vital role of communal, outdoor areas to the wellbeing of society. Ballybrack area contains invaluable flora and fauna as part of a rare semi urban woodland area.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-52	I'd like to register my objections to the proposal to build a bridge through Ballybrack Woods/Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-53	I whole heartedly object to the construction of a bridge over the Mangala in Donnybrook Douglas, this area is a wooded green community area	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-55	This is the absolute worst anti environment proposal to hit a Cork suburb in decades	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-56	I want to object to plans to build a road over the Ballybrack Woods (Mangala) on the grounds that it is one of the few remaining green areas in Douglas	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-57	I object to the bridge planned for erection over The Mangala in Douglas for the new bus corridor	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-58	The transport link that is proposed across Ballybrack Woods is 20 metres wide and is completely unnecessary	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-60	The planned destruction of the Ballybrack Woods, associated woodland trails and the biodiversity within is unacceptable.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-61	The construction of the bridge over ballybrack woods must be stopped and its location changed	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-64	I strongly oppose the building of a bridge at the site of Ballybrack woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-67	I object the the BusConnects proposal to put a flyover over the Mangala/Ballybrack woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-68	I am strongly objecting to the proposal to build a bridge from the Carrigaline Road to Donnybrook Hill through Ballybrack woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-69	I believe, it is so important for Ballybrack Woods to remain untouched by modern development	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-70	It is ridiculous to even consider the destruction of a much needed green area	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-72	I [personal information redacted] have huge objections to this proposed bus link through the mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-73	Please do not build a vehicular transport bridge over ballybrack woods in Douglas. At very most a narrow pedestrian and bicycle bridge could be built to link the 2 sides.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-74	Opposition to Roads being built through the Mangala wooded area	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-76	I strongly disagree with plans to build bridge over Mangala Park That will totally destroy well established ecosystem in very well preserved natural habitat	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-77	Please do not ruin our much loved local amenity, Ballybrack Woods (The Mangala) by building a flyover across it as part of the bus connects plan.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-78	I am appalled by the proposed plans by the NTA to build a bridge through the Ballybrack Woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-82	I wish to highlight my concern with the Kinsale Road to Douglas proposed corridor You must not build that bridge.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-83	Don't put a flyover through the Managala as it will destroy the park	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-84	I want to make an official objection to the proposed bridge through the mangela in Douglas cork city.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-85	I would like to put make an objection to the proposed route K bus route through the mangla woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-89	I wish to object in the strongest possible terms to any plans to destroy or alter the Ballybrack Woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-91	I do not think a development such as this proposed bridge across the mangola will have a positive environmental or social impact on the area and local residents.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-92	We will have no access to the front of our property or use of the back garden while this is being done	The proposals have been revised to reduce the impact on properties. Refer to Issue 5 & 12 of Public Consultation Report (Jun 2022- Oct 2022).
NTA-C9-92	the disruption of a major construction, e.g. noise, pollution, rodents,	A construction management plan will be developed to manage construction impacts.
NTA-C9-92	We would lose our driveway The side of our extension which would be essentially demolished This is a supporting / retaining wall & disturbance to the land mass below by knocking said surrounding wall would have huge implications to the foundations of our home.	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-92	particularly if the wall is moved in, as there may be double decker buses with clear visibility into our home... one of the windows overlooking the road is our daughter's bedroom at the rear of the house	Where a boundary wall is proposed to be relocated it is anticipated it will be replaced on a like for like basis. This includes the wall height so as not cause a loss of privacy.
NTA-C9-92	We also were not individually informed We were given this 53 page booklet of maps in the post and had to decipher ourselves where our house is on them and then were horrified to see what they propose to take from us.	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-93	We will have no access to the front of our property or use of the back garden while this is being done.	The proposals have been revised to reduce the impact on properties. Refer to Issue 5 & 12 of Public Consultation Report (Jun 2022- Oct 2022).
NTA-C9-93	the disruption of a major construction, e.g. noise, pollution, rodents,	A construction management plan will be developed to manage construction impacts.
NTA-C9-93	We would lose our driveway The side of our extension which would be essentially demolished This is a supporting / retaining wall & disturbance to the land mass below by knocking said surrounding wall would have huge implications to the foundations of our home	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-93	as there may be double decker buses with clear visibility into our home... one of the windows overlooking the road is our daughter's bedroom	Where a boundary wall is proposed to be relocated it is anticipated it will be replaced on a like for like basis. This includes the wall height so as not cause a loss of privacy.
NTA-C9-93	We also were not individually informed. We were given this 53 page booklet of maps in the post and had to determine ourselves where our house is on them and then were horrified to see what you're proposing to take from us.	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-94	The boundary of Curragh Woods residential estate is being proposed to be altered without any justification as to the necessity of such a drastic impact on a number of dwellings.	Refer to Issue 5 Public Consultation Report (Jun 202 - Oct 2022)
NTA-C9-95	I am totally against the proposal of a flyover ballybrack woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-96	The boundary of Curragh Woods residential estate is being proposed to be altered without any justification as to the necessity of such a drastic impact on a number of dwellings.	Refer to Issue 5 Public Consultation Report (Jun 202 - Oct 2022)
NTA-C9-96	The impact on her driveway would mean she would not be able to open doors on both sides of her car to safely get her children into the car you would be taking away part of her driveway and back garden.	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-98	your proposal wants to remove part of her driveway and her back garden. they will be not be able to safely open the doors on both sides of their car	The proposals have been revised at this location to remove the potential impact on the boundary wall.

References	Statement	CE response and recommendation
NTA-C9-100	The destruction of woodland to facilitate a sustainable transport corridor is counterproductive Alternative Proposal: Local resident access to be created by a crossing or slipway from Carrigaline Road - One pedestrian access tunnel to be created to facilitate access to Ballybrack woods and three properties.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-101	It is going to change and take away my already small garden. It will impact the general foundations of the houses in Frankfield area	The proposals have been revised on Ballycurreen Road and Grange Road.
NTA-C9-102	The proposal to construct a bridge over an area of Ballybrack Woods in order to facilitate the development of a new Bus Corridor as part of Cork BusConnects is utterly reprehensible and must not be allowed to be developed as per current plans.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-103	This proposal suggests tearing down their wall surrounding their home. This is the boundary to the estate & is at the junction where Frankfield/Grange Road meets Ballycurreen Road. Knocking this wall is highly likely to disturb the entire foundations of the house	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-105	The 'proposed enhancements' will involve taking private property from those living on the boundary of the Frankfield Estate. Removing the boundary wall and moving it further inwards will not only take away garden space and parking for the residents, who are already short on both, but can also possibly cause irreparable damage to the foundations of the surrounding houses.	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-105	It has come to my attention that a number of residents of Frankfield and the affected cul de sac have not actually been notified of these proposed works by the NTC the NTC has claimed that property owners who are directly affected by these proposals will have access to a 'dedicated property liaison representative' many are finding it quite difficult to make arrangements to speak to such a person.	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-106	Ballybrack woods (Mangala) is a little tranquil oasis in the centre of Douglas and should be kept this way.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-107	Absolutely criminal to to tear apart our amenity at Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-108	I am against the construction of a bridge through and over the Ballybrack Woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-111	A family who have bought their 'forever' home at the edge of this estate three years ago could potentially have their outdoor space destroyed by this new bus route they will not be able to park their car outside their own door.	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-112	I am totally opposed to the destruction of a section of Ballybrack woods as part of the Bus Connects Douglas route proposal	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-113	I strongly object to the proposal of building a bridge over the Mangala/Ballybrack woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-114	The proposed bus route bridge over Ballybrack Woods in Donnybrook is a blatant desecration of a very precious woodland and habitat that cannot be allowed to happen	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-116	This proposal suggests tearing down this wall which spans the entire back side & front of their semi D. This wall is a supporting/ retaining wall. Knocking this wall is highly likely to disturb the entire foundations of their house	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-117	I want to voice my objection to this ludicrous plan to put a bridge across the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-118	I strongly object to the proposed destruction of Ballybrack Woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-119	I am opposed to the interference with the Mangala (Ballybrack Woods)	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-120	STC-K Kinsale Road to Douglas proposal citing a bridge through Ballybrack Woods should be immediately revoked due	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-122	Need information on potential impact to my property as runs adjacent to proposal now published. I have had no contact from any representative to date. There has been no consultation or information provided to date as I was only notified by a neighbour over the last two days.	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-123	A huge percentage of their tiny one car driveway and small back garden would be required to be taken for the installation of a new bus corridor. As it is there is only just enough room for to open the car doors to enable two very small children to be strapped into their car seats. The children have no front garden in which to play in so the little garden to the rear is of vital importance.	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-124	I think the new bridge proposed for the mangala is an absolute disgrace in a time where we are trying to protect the planet n create biodiversity /save the bees plant more trees n reduce our carbon foot print	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-125	This is absolutely appalling to hear that such a beautiful amenity that so many residents in Douglas including myself is going to be destroyed. There are no places like this elsewhere in Cork City and the place will be destroyed and not only that the wildlife will be affected too. Please don't destroy our beautiful amenity for a road that is certainly not needed.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-127	Please do not build this transport link and this bridge over our Mangala. I am very upset when I heard of the planning of this bridge. I walk threw the Mangala at least twice a day and that for 25 years . It will bring down the price of our property . It will kill all the wild life .	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-128	I am opposed to the building of STC-K as it will destroy a large section of Ballybrack Woods, which is vital to local residents as well as being a unique wildlife area in urban surroundings. That's not even mentioning all of the noise and air pollution that will be generated in the area by traffic on the bridge.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-129	I'm totally horrified that you want to build a bridge over the mangala, Ballybrack woods. I use this walk at least once a day, every day. Its the only place left in douglas, that's green, peaceful and a natural wildlife area. We have hedgehogs, bats, birds, fish, which will all be destroyed for a bridge that nobody in the area wants.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-129	The cork bus connects plan in cork, is causing a lot of worry for us locals, over building in douglas has taken over our once little village, please visit the mangala and surrounding areas, speak to locals who live here, to see the destruction this new project will do	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 from properties located within this area will improve.
NTA-C9-130	I feel it is imperative to reconsider the decision to eliminate the green spaces and public areas that are vital amenity for those living in Grange and Donnybrook. I refer to the Mangala area of ballybrack woods which will be eliminated for the purposes of road widening and bridge building. This area is heavily used by locals within the area and beyond to walk their dogs, participate in nature walks and support biodiversity within the city.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-130	The suggested removal of green verges containing a large number of established trees up Donnybrook hill, has not adequately taken into consideration the impact on natural habits, and also how these trees contribute to air quality, supprssion of soil erosion, on this hill and the positive wellbeing of those living in the area.	The revised proposals do not involve the removal of a large number of trees on Donnybrook hill.
NTA-C9-131	The wall surrounding family home is boundary to estate and at the junction where Frankfield/ Grange meets Ballycureen Road. The proposal would mean tearing down wall spanning the entire back , side and front of home. The house which is semi D and neighbouring houses are built on a height and the wall which is proposed to move is a supporting / retaining wall . Movement of this wall is highly likely to disturb the foundations of home and neighbouring homes . Family would lose a huge proportion of their garden which is small in area but vastly important as the only nearby safe play area for small children.	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-133	The section going through Ballybrack woods (Mangala) should be routed through Douglas village . Destroying a local woodland for a bus route is not part of the solution .	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-135	The actions of the NTA thus far have been atrocious & have caused extreme anxiety in our colleague. She is in fear of losing the home she has put so much work into & where she has set up her children in school , creche etc. Strongly requesting the NTA to reconsider the plans they currently have in place for the Frankfield area & to show some decency & respect in their dealings with people who are in very vulnerable positions.	Noted
NTA-C9-137	I am very opposed to the proposed Ballybrack Woods Bridge as part of the proposed development of Kinsale Road to Douglas bus corridor. This amenity should have protected status as a carbon sink, as a natural resource with biodiversity, as a valuable contributor to the health of Douglas' citizens both physically and mentally.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-137	I have two children with lung conditions and we have found very high smoke pollution in Douglas, the air quality (as demonstrated by our air purifiers) is poor, especially in winter but also in summer because of major road networks and all the surrounding development works presently taking place. Douglas needs more to help in this situation and most certainly does not need an important amenity that can help mitigate against these polluting factors to be in any way disturbed.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-138	I think your plan to create a bridge with footpath, cycle track, bus lane and general traffic lane in each direction at the junction of Grange Road and Donnybrook Hill goes against your core message of creating a more sustainable and liveable city.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-138	You are currently in the submission stage of changing this areas bus service (207) and it is proposed that the buses will now serve Carrigaline first and by the time they get to Donnbrook will be full.	This submission is related to the Bus Network redesign rather than the Sustainable Transport Corridors
NTA-C9-139	The proposal to remove approximately 50% of the Ballybrack woods in order to widen the Carrigaline Road and to build the bridge connecting the Grange Road to the Carrigaline Road is not well thought through. The Ballybrack woods space is an invaluable amenity to the local area and is used by many local residents as a safe and peaceful walking route from Donntbrook and the Carrigaline Road Side. Removing half of the wooded area will destroy this amenity and the bridge will also detract from a beautiful scarce slice of nature in the heart of the area.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-140	The section going through Ballybrack woods (Mangala) should be routed through Douglas village . Destroying a local woodland for a bus route is not part of the solution . The area is short on green spaces and should be retained for future generations . Providing a better bus service is acceptable by all but not at the destruction of woodland	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-143	I wish to protect the Ballybrack Woods. I strongly object to removal of same	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-144	I am objecting to the propped bridge over the Mangla destroying a loved and frequently used amenity by many people living in the area.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-147	I strongly oppose the planned bridge over the Ballybrack Woods, which is part of the bus connection K. Kinsale Road to Douglas. These woods are the only calm spot that can be reached by foot in this area of Douglas and are used by many residents to walk into Douglas.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-148	Safety regarding pulling out/reversing out of driveway. Difficulty for bin collections as it is a residential area	The proposals have been revised to reduce the impact on properties. Refer to Issue 5 & 12 of Public Consultation Report (Jun 2022- Oct 2022).
NTA-C9-148	Aesthetics of whole Road will be lost as all mature trees and walls will be sacrificed	The proposals have been revised to reduce the impact on trees and boundary walls.
NTA-C9-148	Increased noise levels in houses as buses will be closer to houses.	In relation to noise it is important to note the project involves transitioning to a zero emission bus fleet and resurfacing of the road surface.
NTA-C9-148	Loss of parking space in driveway	The proposals have been revised to reduce the impact on Grange Road.
NTA-C9-148	Loss of mature trees opposite house and at side of house	The proposals have been revised to retain more existing trees on Grange Road. The proposals include the removal of trees at the junction of Clifton Grange and Grange Road to improve visibility at this junction.
NTA-C9-148	Unnecessary loss of part of our narrow front garden (could be avoided if bus and cycle lanes were combined or other lanes combined) Damage/loss of my ornate driveway, front gates and front wall	The proposals have been revised to reduce the impact on front gardens.
NTA-C9-148	Loss of privacy with residual very narrow garden	Where a boundary wall is proposed to be relocated it is anticipated it will be replaced on a like for like basis. This includes the wall height so as not cause a loss of privacy.
NTA-C9-148	Safety concern with so many lanes in a residential area - plan is for motorway widths	The revised plans have reduced the extent of the road widening proposals on Grange Road. Some additional road width is still required in places 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 daily travel demand for journeys by private car will reduce.
NTA-C9-150	I strongly disagree with the planned bridge over the Ballybrack Woods. It will gonna ruin the calming area of woods and stream within as well as the lovely walking area for families and kids. This is completely against sustainability for us and for our children.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-151	I strongly object to the plans to build bridge over The Mangala. This beautiful woodland needs to be protected at all costs.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-151	I strongly object to proposed bus route that will serve Donnybrook. Donnybrook is a build up area. If bus is coming from Carrigaline it will be full by the time it gets to Donnybrook. At peak times 207 can be full by the time it gets to bottom of Donnybrook Hill.	This submission is related to the Bus Network redesign rather than the Sustainable Transport Corridors

References	Statement	CE response and recommendation
NTA-C9-152	<p>The proposed bridge crossing the Ballybrack woods/Mangala would be a retrograde step for Douglas and the environment. The woods are a vital part of Douglas.</p> <p>The woods are critically important for the wildlife in the area. The works that have been done in the woods caused a great deal of disruption to the fish and birdlife in the area.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-153	<p>The new proposed plan will mean ruining one of our only community green areas with route K. Not only is the Mangala(Ballybrack Woods) a natural habitat for all kinds of birds and animals, it is also a little slice of nature, peace and quiet, a place to walk, talk or exercise, a place to explore with children - its right in the heart of our community and it works like our lungs providing the green space we all need.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-154	<p>I would like to object strongly to the proposal to have a bridge over the Mangala / Ballybrack woods. This is a green amenity that has been invested in over the past number of years and is a peaceful walk through a very built up area. I do not see how this improves the local area and will be to the detriment of those living in the area.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-155	<p>Received a booklet in the post regarding "an emerging preferred route" for a "transport corridor linking Kinsale Road to Douglas" which proposes destroying much of private property to facilitate bus lanes.</p> <p>The wall surrounding their house is the boundary to estate & is at the junction where Frankfield/Grange Road meets Ballycurren Road. This proposal suggests tearing down this wall which spans the entire back side & front of their house. The proposal indicates plans to then rebuild the wall further in to make space for dual bus lanes and footpaths either side of this road.</p> <p>This wall is a supporting/retaining wall to the house, which is built on a height from the main road. Knocking this wall is highly likely to disturb the entire foundations of the house.</p> <p>Moving this wall in would mean losing a huge chunk of tiny back garden, playhouse & picnic benches as well as driveway which is positioned beside the house house. The house has no front garden so the back garden is only outdoor play space.</p>	<p>The proposals have been revised at this location to remove the potential impact on the boundary wall.</p>
NTA-C9-156	<p>I am just wondering about the bus routes that goes to Carrignavar, I see that the bus Route goes from town to Whitchurch to Carrig and back the same way that bus route does not pass my house this leaves us still with no bus in Ballinahina Which I find very strange as it's the best road to Carrignavar I also have no school buses that pass my house as I found out the hard way after given €350 for a school bus that never passed my house it took the back road Small Road very narrow not suitable for a bus</p> <p>I presumed the bus would pass this way as I see a few schoolbuses do but not the bus my children where in so it was not suitable. I was Hoping that we would get a bus run out the main road and maybe my children could get the bus to school and back from Carrignavar and maybe to the town centre</p> <p>We feel so isolated even though we are not that far from Blackpool</p>	<p>This submission is related to the Bus Network redesign rather than the Sustainable Transport Corridors</p>
NTA-C9-157	<p>I strongly object to the proposed route through Ballybrack woods (The Mangala) The destruction of this habitat an oasis in the heart of Douglas would be a criminal act. The woodland the stream and the associated flora and fauna are a joyous space in our community.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-158	<p>The importance of green space and nature has not been respected in planning decisions. The exception to this is the wonderful Mangala/ Ballybrack- the only green space in Douglas where you can't hear traffic or see concrete.</p> <p>The Mangala is truly wonderful.. It is where kids meet to play, listen to nature, hear birdsong. It is of immense local importance for both physical and mental health.</p> <p>If one knew the area, then one would understand that putting a bus corridor over the woods is a grave mistake. It is the wrong thing to do for our children and for future generations.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-159	<p>I would like to strongly object to the proposed bridge in the Ballybrack woods/Mangala. The woods is currently an oasis of green in a built up area. Its a lovely woodland which my family enjoy daily. The pollution, the noise, the disruption during its construction . The environmental impact is huge .</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>

References	Statement	CE response and recommendation
NTA-C9-160	I strongly object to the proposal of the NTA to build a bridge over the Mangala/Ballybrack Woods. This is an amazing amenity that has been extensively developed by Cork City Council and Douglas Tidy Towns Association over the past number of years. The logic of destroying a historical woodland and wildlife habitat, increased noise and air pollution, destruction of people's property in order to facilitate this ridiculous plan and an eyesore of a 20m wide bridge is truly baffling.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-161	I am objecting to the Kinsale Road to Douglas route as this is going to knock a surrounding wall in one particular estate in Frankfield and take the majority of a garden of one particular house in this estate. These people do not have a front garden and they have 2 very small children and bought their home in good faith that it was perfect to rear their family & now they are hugely concerned that they are going to lose their back garden and privacy due to the surrounding wall being knocked.	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-162	I wish to object to the proposed bridge over the Mangala in Douglas. I believe this proposal will drastically reduce my quality of life. It is already a busy road and if this proposal goes ahead, it will get even busier with heavier traffic on it. The value of our houses will drop if this proposed route will go ahead as the area will be more built up, busier and will effect residents health and quality of life. I strongly object to the proposal for the bridge over the mangala in Douglas.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-163	I am living in Curraghwoods, Frankfield, Douglas, Cork. I am living in a Cul De Sac where it is proposed to remove a boundry(retaining wall) and take some of our neighbours property to add two bus lanes to Ballycurreen road. Please see my points as to why i have serious concerns about this plan. Please note also my disgust at the underhand tactics of just landing a booklet into two neighbours houses without so much as a knock on anyones door to discuss the proposal. The wall that is proposed to be moved is a boundry(retaining) wall that from our Cul de sac is 6ft high but from the Ballycurreen road side is at least 12ft tall.	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-164	This submission is related to the proposed bridge over a scenic park called Ballybrack Woods. We strongly object to this for various reasons. The Environmental impact: Mental Health: This space is used on a daily basis by families and individuals, looking for peace, quiet and good quality time. This space is so important for peoples mental health, especially considering the pandemic that we have gone through. Safety: This is used by small children everyday, and during construction of this bridge, it would be a very unsafe place for those young families, cycling bikes, using roller skates, walking their dogs, etc The machinery and materials around the area would cause severe disruption to the basis safety of all those using the park. With all the media taking about climate change, it defys logic to build a bridge across a stunning, peaceful place which promotes nature, good mental health, family space and a safe environment to use. We say no to this bridge. Find another way. Leave our woods alone.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-166	I strongly object to the proposed bus route through Bally Barack woods. It is a vital part of many locals lives and improves all of our wellbeing.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-167	The BusConnects proposal for the Kinsale Road to Douglas includes a bridge over the Mangala aka Ballybrack Woods. I strongly object to this proposal of reducing the green lungs of Douglas to a mere accessory to a concrete flyover. Linking the Douglas Community Park to the heights of Donnybrook, the Mangala is a lifeline for flora and fauna, residents, visitors, the old and the young, the nature lovers and the less green-fingered among us.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-168	I have serious reservations about putting a mass of concrete through a wooded area, full of wildlife. There is enough antisocial behaviour in this area, without putting a concrete roof over their heads. Save our green area, as these areas are scarce enough.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-169	I strongly object to the proposal for the bridge over the mangala in Douglas. This place is cherished by the local population. The mangala is an amazing amenity nearby, rich in wildlife and provides an oasis in what is already a busy area with traffic. Since this green area was developed, it has given a new lease of life to the area and has benefited the health of residents greatly.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-170	Can the NTA confirm if sections of the mangala will be destroyed to develop this route?	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-171	Would it not make more sense to have the 206 (which is already in operation) terminate at the airport business park? So it's would go from South Mall to the Airport Business Park. It would make more sense as it could catch the people in town, Turners cross and Douglas who work in the airport business park, bus lanes are already in operation right to grange, the only work that would need to take place would be up through Ballycurren industrial estate to the bull mccabes. Personally, I think this is a no brainer & would be less destruction of our natural habitat around the Douglas area.	This submission is related to the Bus Network redesign rather than the Sustainable Transport Corridors
NTA-C9-172	I strongly object to the proposal of the NTA to build a bridge over the Mangala/Ballybrack Woods. This is an amazing amenity which my family use on a daily basis. I cannot understand the logic of destroying this woodland and wildlife habitat in already built up area. We will need this amenity especially when the two schools will be completed.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-173	I am a resident of a road-fronting property on Grange road. The proposal indicates that a footpath, cycle track, and bus lane will border the carriageway on both sides of Grange Road. Eliminating our ability to park outside of our home, with no alternatives being provided. The new corridors, even if they were to be fully operational in the manner that the NTA has outlined, are still insufficient to allow me to carry out my responsibilities, both personal and professional. We will still require a car. I would ask the provision of a dedicated parking area to be outlined in the proposal for the properties that have no alternative but roadside parking.	It is not clear which property this submission relates to. The proposals have been revised on Grange Road.
NTA-C9-173	The construction of the bridge connecting Grange Road to Carrigaline Road will result in a considerable increase in the amount of traffic, particularly freight traffic as it will be a connection road between Carrigaline and Ringaskiddy, outside our front door.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-173	During construction, there will obviously be heavy machinery working on our doorstep. The property we live in was constructed in 1886. It is a listed property as it holds considerable historical value and is therefore protected.	A construction management plan will be developed to manage and mitigate traffic, noise, vibration impacts during construction.
NTA-C9-173	The construction of the bridge connecting Grange Road and Carrigaline Road will severely impact the Mangala Valley. The globe is in the midst of a global climate crisis. The solution to which is to conserve as much woodland as possible. The construction of such a bridge will decimate the wildlife that call the Mangala home and destroy the biodiversity that should be fiercely protected.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-174	I think it is counterproductive to build a bridge over Ballybrack woods in the name of "sustainable" transport. While improved bus routes are desperately needed in cork, the disruption of the habitat would be critical for the wildlife in the area, and wreak havoc on biodiversity. Ballybrack woods is a peaceful area and should remain that way.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-175	As a local resident I am horrified to discover that you are planning to build a road over Ballybrack Woods. I do not want this. This is a beautiful area and a place that allows residents and others to get away from the hustle and bustle of city life.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-177	I'm standing up against the proposed destruction of our Mangala woods in Douglas. People come here to get away from the traffic and the noise so please do not destroy this lovely peaceful place!	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-178	I am a longtime resident of Riverbank, Douglas. I wish to register my objection to the proposed "alternative quiet cycle route" through Riverbank on the following grounds: 1. Health and Safety. 2. Anti Social Behaviour. There is also an issue with drinking on the lane as evidenced by the many beet cans and few bottles strewn along the lane, particularly at weekends. 3. General. It is difficult to believe that the proposal to turn this lane, which can barely sustain the limited residential traffic at present, into a throughway from the Well Road to Douglas Village was adequately investigated or thought through.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-179	I wish to formally object to the proposed bus link from Kinsale rd to Maryborough Hill and specifically to the ill thought out proposed bridge through the Mangala woods. This is a unique woodland prized area among Douglas residents and was invaluable to young and old during Covid restrictions.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-180	I would like to express opposition to the changes to the transport corridor from Kinsale Road to Douglas. In addition I would like to express opposition to the changes to the bus through Carrigaline through Douglas to the city centre. It would seem that the bus at to the city centre passing Donnybrook will frequently full at peak times before it ever gets to Donnybrook hill.	This submission is associated with the Network Redesign.
NTA-C9-181	I was shocked to hear of recent "consultations" for emerging preferred route impacting some residents of Curragh Woods, Douglas, Cork. My concern lies in the fact that these "consultations" have not taken place with impacted residents, with just a booklet being dropped through the letterbox to only a number of residents. The lack of decency shown is utterly disgraceful. 1 resident informed of proposal, through booklet sent through letterbox. None of the other neighbours in the Cul de Sac were notified until my friend informed them	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-182	I am appalled by the bus connect plan to destroy Ballybrack Woods. We have an amazing amenity in Douglas that is well used and a welcome break from the noise and pollution elsewhere and now you propose destroying this valuable asset.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-185	Leave our beautiful Mangala green amenity alone for the people of Douglas to enjoy. Do not build a flyover over it. Leave it be.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-186	I think the flyover you plan to build in the Mangala (Douglas) is not a good idea. By building this flyover you will be interrupting not just the serenity but also the wildlife that have made this place their home over the vast history of the Mangala, this simply cannot happen.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-188	STC-K Kinsale Road to Douglas proposal citing a bridge through Ballybrack Woods should be immediately revoked due to impact the proposal poses to community green space, Ballybrack Woods. The proposal to diminish the woodland is short sighted, poorly developed and unsound. Please revoke immediately	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-191	With the Mangala Walkway being the pride and joy of Douglas for many residents in the surrounding area, it would be a disgusting act to destroy this beautiful, magnificent area in the heart of our lovely town. Home to wildlife, flowers, birds and insects, we have a moral obligation to protect the small amount of green and trees that we have. It would be criminal to touch this piece of beauty.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-191	Respect - Receiving a letter in the post addressed to "The Occupant" was a blatant disregard to any respect we, as residents of the affected areas, deserve. It felt as we were being addressed to as an inconvenience or an obstacle.	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-191	This plan has failed to address the simple fact that the Grange/Frankfield area is a residential area, not a motorway, and thus is no way in any shape or form, suitable for a transport corridor of this magnitude. 1. Road Safety. with this new proposed plan, not only would I have to pull across one lane of traffic, I would have to pull across also a bus lane, cycle lane, and pedestrian footpath, all to get to my house.	The BusConnects proposals are seeking to make it easier for people in the Grange/Frankfield area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce.

References	Statement	CE response and recommendation
NTA-C9-192	The Ballybrack forest is a unique area which should be kept as it is now .Every squaremeter you take away from it for whatever reason is a crime against people who live near .	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-193	I share the objections of many submissions in respect of the removal of a large section of the Ballybrack Woods. I believe this section of the Bus Connects corridor needs to be reconsidered in detail as no portion of the woods should be removed	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-200	(1) movement of the gate position is not a simple matter (2) There is unlikely to be enough space for a new splayed entrance - that will decrease safety (view of oncoming traffic and pedestrians) (3) The driveway will likely crack if cut.....	The proposals have been revised to reduce the impact on boundary walls, gates and driveways. Refer to Issue 12 of Public Consultation Report (Jun 2022- Oct 2022).
NTA-C9-200	Solution: (1) combine the proposed bus and cycle lanes OR (2) combine the proposed pedestrian and cycle paths	Best practice guidelines outline seperate bus and cycle lanes are generally required on Grange Road. Alternative quietway cycle and pedestrain routes are also included in the proposals.
NTA-C9-200	The proposed plan involves the removal of a traffic island that helps me to make right turns into my driveway without holding up traffic behind me while doing so. The new plan will have less space for cars and they will be obstructed by any car making a right turn into their driveways.	The BusConnects proposals are seeking to make it easier for people in the Grange/Frankfield area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-200	save the trees on the opposite side of the road	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-201	The Mangala needs to be protected	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-201	the plans need to be radically altered with significantly more local input and information given	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-202	the proposed road bridge through the mangala woods is simply not acceptable.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-203	I do not support the road bridge through Mangala Woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-208	Our houses are 127 years old and the exterior frontage of each house is protected.	A construction management plan will developed to manage and mitigate traffic, noise, vibration impacts during construction.
NTA-C9-208	I wish to object to the removal of parking on Grange Tce, Douglas, Map 10, K. Kinsale Road>Douglas.	The proposals have been revised to provide parking at Grange Terrace.
NTA-C9-208	The foundations will not survive being a thoroughfare from Ringaskiddy Port, Carrigaline and surrounding areas	The BusConnects proposals for Grange Road 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 daily travel demand for journeys by private car will reduce. The proposals are not intended to provide a thoroughfare from Ringaskiddy Port, Carrigaline and surrounding areas.
NTA-C9-209	I think it would be a huge imposition to place a bridge the size of the one proposed right through the heart of the Mangela and am strongly opposed to it.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-211	Reducing the turning circle size making it very difficult for vehicles to turn outside both houses.	This proposals have been revised to remove the impact on this property.

References	Statement	CE response and recommendation
NTA-C9-211	All of these will reduce the value of our house significantly.	The proposals have been revised at this location to remove the impact on this property.
NTA-C9-211	Loss of significant portion of our garden at the back, to the side and front of the house and making the option of an extension to the house there no longer possible. Loss of 2 parking spaces at front of the house.	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-211	Would mean moving the retaining wall for both houses risking subsidence.	Refer to Issue 5 of the Public Consultation Report (Jun 2022 - Oct 2022).
NTA-C9-214	the decision makers easily are destroying the matured, beautiful nature hanging the reasons such as "it is about people comfort?!" I think that is not sustainability.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-220	I object the the plans for the Bridge through the Mangala You will introduce noise, pollution and remove one of the few views of the sky from a green space. We have animals, plants and trees that need the habitat in the mangala and ballybrack walk and this activity will reduce and destroy this habitat both during construction and afterwards There has been extensive work put into these paths from Carrigaline Road, Donnybrook and Douglas to make this space accessible and enabling people to use this space	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-221	I want to express my sadness, disappointment, frustration and anger at such a proposal. To build a bridge/flyover through the mangala would quite literally tear the heart of such a beautiful amenity and devastate one of the last areas of natural beauty that is left in the village.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-222	Is it possible to maintain the bike route along the Well Rd with an alternative design, or bring the bike path up through Woodview	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-222	Antisocial behaviour is already a problem in this area with gangs hanging around on the dark grass (especially in winter months, the grassed area of DHL is pitch black). What will be created will be a blind spot/alleyway that will encourage youths etc up to no good to hang around in, along with possible late at night pub-goers leaving Douglas and cutting through on the bike path	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-222	The current intersection of the Douglas Tennis Club entrance/DHL/Douglas Wells is quite blind and can be very busy at junior coaching drop off and pick up times. There is no space here to construct a safe bicycle throughway while maintaining secure access to the apartments and provide any form of safe sightlines for vehicles and bicycles Bicycles travelling at high speeds through this quiet area would pose a great risk to young children in the park due to the nature and layout of the park. The lighting in the area is quite low	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-225	There is no demand locally for a bus stop outside the industrial sites and the five minute walk from the end of Frankfield hill has not deterred employment	Noted
NTA-C9-225	On top of all this, the map that was given to only [personal information redacted] [personal information redacted] fails to show approved house extensions address for manual submissions is in Harcourt St., Dublin where no-one is in any way familiar with the road network or layout of the housing estate	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-225	these would, in all likelihood, collapse if the [personal information redacted] were to be redrawn	Refer to Issue 5 of the Public Consultation Report (Jun 2022 - Oct 2022).
NTA-C9-226	To undertake the construction of a 4 lane flyover bridge through the Mangala Ballybrack Woods in Douglas is nothing short of a disgrace and total contradiction to a green environment driven by the Green Party. this facility is full of wildlife established tree species	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-230	If the flyover the Mangala is done then there will likely be increased traffic on the Grange Roag from Carrigaline and the new Port of Cork at Ringaskidd	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-230	The wider road will lead to a loss of privacy for Grange Road residents. Or bedrooms/ en-suite are at double- decker bus level.....and the buses will be closer to our houses.	Where a boundary wall is proposed to be relocated it is anticipated it will be replaced on a like for like basis. This includes the wall height so as not cause a loss of privacy.
NTA-C9-232	However, considering the Douglas area has so little green space for biodiversity I am strongly opposed to the proposed bridge across the mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-234	I have recently learned of plans afoot for a bus corridor for Kinsale Road to Douglas. It so happens that the route proposed passes through residential privately owned property. I have grave concerns on how this would impact local families, their homes, privacy and living conditions.	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 from properties located within this area will improve.
NTA-C9-234	I have been discussing this with one resident in [personal information redacted] who would stand to lose a significant chunk of property	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-235	Please don't put this bridge through the Mangala. It is a wonderful civic amenity. It provides a safe passage away from traffic for us all to walk through, it provides for nature To say that under the bridge attracted anti-social behaviour is beyond an understatement	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-240	The proposal indicates that a footpath, cycle track, and bus lane will border the carriageway on both sides of [personal information redacted]. This will eliminate our ability to park outside of our home, with no alternatives being provided. The latter resulting in a significant financial impact if we are unable to perform our professional duties	The proposals have been revised to provide parking at Grange Terrace.
NTA-C9-241	The property in which we live in... is therefore rightfully protected.	Noted
NTA-C9-241	In addition to the works required to construct footpaths, bus lanes and changes to carriageways the plans also reference construction of the bridge connecting Grange Road to Carrigaline Road will result in a considerable increase in the amount of traffic, particularly freight traffic as it will be a connection road between Carrigaline and Ringaskiddy, outside our front door. During this construction, there will obviously be heavy machinery working on our doorstep. All of this will create a large amount of ground vibration. I am concerned this will have significant structural impact upon our properties.	A construction management plan will developed to manage and mitigate traffic, noise, vibration impacts during construction.
NTA-C9-241	We have had no representative of the NTA or a hired engineer contact us to assess the building and guarantee us that there will be no damage done to the property, now or in the future.	The project is at the early stages and the proposals are subject to change.
NTA-C9-242	The construction of the bridge connecting Grange Road and Carrigaline Road will severely impact the Mangala Valley. The construction of such a bridge will decimate the wildlife that call the Mangala home and destroy the biodiversity that should be fiercely protected. There will also be mass removal of mature trees	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-242	There is no evidence to suggest a detailed study has been conducted to establish if the harm and destruction being caused to the environment in the construction of this bus corridor will be for the greater good in the long run.	An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will assess the impact and identify mitigation measures where these are necessary to address the impacts.
NTA-C9-244	This will include noisy mopeds and scooters at all hours of day and night. It will lead to antisocial behaviour, loitering, and is a security risk.	Noted. Refert oto Issue 10 of Public Consutlation Report (Jun 2022 - Oct 2022)
NTA-C9-244	Riverbank is 3 Metres wide at a blind corner and only wide enough for one car and a pedestrian. Anymore than that and there is a back up of traffic. Service vehicles ie bin collection, delivery vehicles etc take up the whole width of the lane. This is very dangerous for all concerned. Cyclists on the road would be particularly at risk considering the speed at which some cyclists and electric scooters travel.	The proposals for Well Road including the quiteway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-245	It is with sincere concern that I am vehemently opposed to the bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-246	I strongly object to the proposed building of a bridge over Ballybrack Woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-247	'd like to express my resentment and disappointment following the proposed bridge construction over Ballybrack Woods - known as the Mangala - in Douglas, Cork city. Not only is the Mangala one of the few remaining green spaces for people to escape and reconnect with nature (it literally saved us during the pandemic) but also an area brimming with wildlife, trees and flowers, which should and ought to be protected.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-248	I am expressing my concern and disappointment following the proposed bridge construction over Ballybrack Woods, otherwise called the Mangala The Mangala is one of the few remaining green areas A green oasis brimming with wildlife, trees and flowers, How is this bridge enhancing the natural heritage of Ballybrack woods? What is the carbon balance of constructing the bridge against its operational life	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-250	I fully support the objections that many have made concerning the removal of a portion of a family's garden and driveway reducing the width of their driveway to the extent that it will no longer function as a car parking space removing a portion of their back garden, which is already small, will greatly impact them.	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-250	there is huge concern about the risk of damage to the property's foundations by the removal of the boundary wall between their house and the roadway.	Refer to Issue 5 of the Public Consultation Report (Jun 2022 - Oct 2022).
NTA-C9-251	The idea that a bridge should be built over the one wooded area we have in the centre of Douglas is ridiculous. We need to preserve the area for wildlife but also for the sanity of people.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-252	Please do not build a bridge over the ballybrack /mangala Woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-256	The bridge through the Mangala wood is not acceptable. While the route of the bridge is the easy option it is not correct.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-257	would like to lodge an objection to proposed bike route through Riverbank to Well Road Councils have spent years closing down similar lanes across the city and suburbs due to severe anti-social behaviour and issues from drink and drug use within similar lane-ways. It's proximity to Douglas Village and out of sight location would make it a prime location for such behaviours to become a regular issue within the Riverbank and Douglas Hall area.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-257	I feel putting the cycle-lane via Riverbank & removing the current cul-de-sac is surplus to requirements and does not add any benefit. Instead it increases risk to safety and anti-social behaviour. It is an already tight space for the bus to enter and turn and I would be extremely concerned about the safety of the bus drivers, passengers, pedestrians & cyclists if this was to go ahead. The corner at the end of the Riverbank leading out to the village is already a black spot and extreme caution is required when both walking & driving around this bend	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-260	I am appalled that there is even a proposed plan to to take a huge proportion of an already small area away from this family no parking space and a large chunk of their already small garden gone. I can't even begin to comprehend the stress and upset this plan has had	The proposals have been revised at this location to remove the potential impact on the boundary wall.

References	Statement	CE response and recommendation
NTA-C9-260	I also understand the structural integrity of the home will also be impacted should this plan go ahead.	Refer to Issue 5 of the Public Consultation Report (Jun 2022 - Oct 2022).
NTA-C9-263	We are writing to make an objection to the proposed new Douglas East West Link bridge over the Ballybrack (Mangala) Valley as part of the Kinsale road to Douglas Transport corridor	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-264	All of this can be avoided if the bus lanes and cycle lanes could be combined along this stretch.	Best practice guidelines outline separate bus and cycle lanes are generally required on Grange Road. Alternative quietway cycle and pedestrian routes are also included in the proposals.
NTA-C9-264	The proposed widening of the road will lead to the destruction of many walls. Some are over 100 years old and are of great character. They contain nice old stonework	The proposals have been revised to reduce the impact on boundary walls.
NTA-C9-264	The proposed widening of the Grange Road will necessitate huge volumes of new concrete. This has a huge carbon footprint that may never be offset by the new proposed arrangement.	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 daily travel demand for journeys by private car will reduce.
NTA-C9-264	The proposed widening of the Grange Road at [personal information redacted] will lead to the loss of mature trees opposite	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-266	I am a resident of Donnybrook and I strongly object to the plans for the proposed bridge over Mangala. This path has been thoughtfully constructed and allows pedestrians and cyclists to participate in active travel. This proposed bridge will cause significant noise pollution, air pollution, visual pollution, light pollution, and generally ruin the experience of being in the woods for anyone using the walkway.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-271	It would be a terrible mistake to put a bridge through this beautiful oasis of tranquility	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-276	this will also create a short cut for pedestrians coming and going to Douglas Village at all times of the day and night and will pose all sorts of issues, including anti-social behaviour and security of property and motor vehicles.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-276	The proposed new cycle route from the Well Road through Riverbank is at best ill conceived and highly dangerous.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-276	The proposal to open up this narrow road, which is only 5 metres wide in places to cyclists coming from The Well Road is mind boggling and will pose a serious risk to residents walking to nearby amenities. Just to remind the NTA, cyclists on electrified bikes can now reach speeds of 35 mph (56 kph) and electric scooters can travel at 25 mph (40 kph). Sharing a narrow road with cyclists and scooters will inevitably lead to tragedy	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-280	Moving this wall in would mean losing a huge proportion of their already tiny back garden	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-280	Knocking this wall is highly likely to disturb the foundations	It is unclear which wall is being referred to in this submission. The proposals have been revised on Ballycurreren Road and Grange Road.
NTA-C9-281	Moving this wall in would mean losing a huge proportion of their already small back garden	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-281	Knocking this wall is likely to disrupt foundations of house	Refer to Issue 5 of the Public Consultation Report (Jun 2022 - Oct 2022).

References	Statement	CE response and recommendation
NTA-C9-282	<p>bus lane from elmwood medical centre to cooneys lane junction will cause more trouble and tailbacks than the ones that already exist.</p> <p>Tailbacks are caused by traffic trying to access car parks at supervalue and aldi.</p> <p>your proposal will make an already dangerous situation alot more dangerous.</p> <p>the traffic would have to cross a bus lane, a cycle lane and a footpath to access and exit car parks.</p> <p>three meter bus lanes are too narrow and will not allow any room for the bus to leave a 1 meter space when overtaking a cyclist.</p> <p>By having only one bus lane, on whichever side is deemed essential to that stretch of road, it would allow wider lanes and safer overtaking.</p>	The proposals have been revised at this location to provide a single bus lane.
NTA-C9-282	if a designated left turn lane was installed for the lenght of the road frontage of supervalue , the grange bar and aldi this would help to keep the rest of the traffic flow freely	The BusConnects proposals are seeking to make it easier for people in the Grange/Frankfield area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-282	the dry stone wall at no. 5 and 6 grange cottages is the original boundary wall and is over 100 yrs. old	The proposals have been revised to reduce the impact on the boundary wall at this location.
NTA-C9-282	the proposal to remove front boundaries and some of the gardens at marian tce and grange cottages would have a huge impact on the residents enjoyment of thier own property	Noted.
NTA-C9-283	<p>My family are dismayed and in complete disbelief with the proposal that a 20m wide road bridge be built directly through the widest and most peaceful subsection of the Ballybrack woods</p> <p>Douglas is completely lacking in green spaces</p>	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-284	<p>To even consider putting a bridge through the woods beggers belief.</p> <p>This simply cannot go ahead, its a beautiful nature spot in the middle of a concrete jungle.</p>	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-287	I am also baffled by proposed positions of Well Road bus stops, they are all at the top of the road	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-287	<p>Access to the Well Road is already challenging for residents due to current traffic levels, further increases due to proposed rerouting of city bound traffic will greatly exacerbate this issue</p> <p>we have very grave concerns safety concerns about additional traffic levels through this residential area</p>	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-302	<p>The proposed plan would lead to the removal of a traffic island and white "goast island" outside of my house.</p> <p>This will make the right turn into my drive more difficult.</p> <p>This impact will apply to many other houses too and will severely obstruct traffic (and potentially lead to frustration/traffic rage).</p>	The BusConnects proposals are seeking to make it easier for people in the Grange/Frankfield area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce. Refer to Issue 12 of Public Consultation Report (Jun 2022- Oct 2022).
NTA-C9-302	<p>Also, I currently often have to "back out" onto the Grange Road.</p> <p>This is difficult enough but will be more hazardous if it involves watching pedestrians AND a bicycle lane AND a bus lane</p>	The revised plans have reduced the extent of the road widening proposals on Grange Road. Some additional road width is still required in places to make it easier for people to choose walking, cycling and use public transport daily. General road safety advice includes backing in rather than backing out onto a public road where this is necessary.
NTA-C9-304	Remember the road is rather hilly (some of the hills like the one at Dunvale are excessively steep) so the road will always be unpopular with cyclists.	The topography of the area is a constraint. The development of ebikes makes hilly areas more accessible by bike.
NTA-C9-304	The proposed plan does not take account of bin collections, post delivery vans, DHL delivery vans etc. These will have to park blocking proposed cycle lanes and bus lanes to operate	Noted. Some temporary blockage of cycle lanes may occur but this is not considered to be a sufficient reason to avoid providing the facilities.
NTA-C9-305	The linking of airport and Carragaline will increase traffic further in this residential area.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-305	lead to increased noise levels (already bad)	In relation to noise it is important to note the project involves transitioning to a zero emission bus fleet and resurfacing of the road surface.
NTA-C9-305	<p>The proposed plan will involve loss of much of my front garden</p> <p>It will reduce my parking spaces for my family</p>	Noted.
NTA-C9-305	loss of privacy as bus road traffic will be pushed closer to my house.	Where a boundary wall is proposed to be relocated it is anticipated it will be replaced on a like for like basis. This includes the wall height so as not cause a loss of privacy.

References	Statement	CE response and recommendation
NTA-C9-306	Perhaps the bus lanes and cycle lanes in the plan could be merged/combined.	Best practice guidelines outline separate bus and cycle lanes are generally required on Grange Road. Alternative quietway cycle and pedestrian routes are also included in the proposals.
NTA-C9-306	The proposals will lead to the removal of... some very nice old walls.	The proposals have been revised to reduce the impact on boundary walls.
NTA-C9-306	The proposals will lead to the removal of very many mature trees	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-312	Mangala / Ballybrack Woods overbridge - whilst it is nice and direct on a map, this is a very peaceful haven with wildlife and a bridge is going to be nothing but intrusive. My suggestion would be to find a way to remove the Old Carrigaline Road over Church Road, and lower Carrigaline Road a bit so that all vehicles can travel that way	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-315	this is an important community space which needs to be protected. Consideration should be given to making the bridge public transport only (in order to reduce impact) and designing an architecturally sympathetic bridge.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-315	There is no connectivity between the cycle lanes on the Grange road to the proposed Lee Valley Park bridge (page 42). A toucan crossing is also required in this area to facilitate cyclists crossing to use this new greenway and also to access the church and school. The cycle lane connection at the junction of the Frankfield Road and Kinsale Road (Airport Road) (page 38) is very poor and appears to fall below recommended standards (the cycle path heading north ends abruptly on shared space on a tight corner). There is space here for additional land acquisition to improve the standard on this junction and make it safer.	A toucan crossing has been included on Grange Road in the revised proposals to provide improved connectivity with Tramore Valley Park. The junction of Frankfield Road and Kinsale Road (Airport Road) is part of STC H
NTA-C9-316	Regarding the proposed road / pathway through Douglas Wells Apartments – Will it be patrolled for anti social behaviour and potential loitering?	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-316	this is a rare area of green in a very built up area with significant investment in bio diversity, planting, walkways etc. Can you advise how this very important area is to be preserved under your plans for Douglas?	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-316	Regarding the proposed road / pathway through Douglas Wells Apartments – Your information does not detail how the pathway will look in terms of aesthetic, walled? Fenced? Will there be lighting? How wide will it be? What is the estimate of number of cyclists/pedestrians that will use this pathway? Is it viable from an economic point of view? Will cyclists coming from Mahon and through Douglas Hall Lawn eventually have to cycle into busy traffic in Douglas? Is this safe?	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-316	Are there plans to put school buses in place across Douglas and City primary and secondary schools to take car traffic off the road when all of these bus corridors are built?	The potential for additional buses will be increased with the provision of the infrastructure proposed.
NTA-C9-316	Regarding the proposed road / pathway through Douglas Wells Apartments Can pedestrians access it? What is the estimate of number of cyclists/pedestrians that will use this pathway?	It was proposed that pedestrians would have access to the facility. It was anticipated that the facility would be well used as it would provide high levels of accessibility to Douglas village. The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-316	Will cyclists coming from Mahon and through Douglas Hall Lawn eventually have to cycle into busy traffic in Douglas? Is this safe? what traffic calming measures are being put in place at the entrance to Douglas Hall Lawn and at the first corner on entry which is currently very busy with traffic for 24 houses, 33 apartments and the only entry to a very busy tennis club? I also note your plans for cycle lanes and bus stops at Eglantine school on the Douglas Road. Can you please advise where parents can safely drop off their children for school when these are put in place?	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-317	Page 46: New Bridge connecting Grange to Carrigaline Road via Magala Valley will be taken away, on what grounds? Besides not being environmentally friendly it provide great walks for all of the local area, fresh air & great mental health	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-317	Page 51: Toucan by Ardmahon, why? Not needed.	To enable pedestrains to cross the road safely and access the bus stop.
NTA-C9-317	Page 51: Toucan by Ardmahon, why? Not needed.	The crossing was proposed to facilitate access to bus stop.
NTA-C9-318	Firstly why construct an over scaled bridge destroying the only vital Natural Amenity area for the people of Douglas ? alternative is already in use, where the bus on a dedicated bus lane comes down to the end of Donnybrook Hill and all it need then do is turn right across Church Road which actually is wide enough and under an existing bridge and on to the Fingerpost Roundabout to connect with the Maryborough Hill bus on route (I). encouraging people to stay local and enjoy their own natural public realm and natural green areas Surely it has to be more cost effective to use an existing route by just re-purposing a small existing bridge	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-318	A lot of elderly people need bus access, particularly to access the Community Centre and Seniors Organization, plus the Health Centre and Church, as well as the village centre itself Also shouldn't we be encouraging cycling and bus commutes for all these above schools instead of cars.	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 from properties located within this area will improve.
NTA-C9-320	Very many cars turn left and right into the Supervalu car park These vehicles will delay the traffic behind them in the reduced road space in the proposed plans. This will lead to tail backs in what is an already busy area.	The BusConnects proposals are seeking to make it easier for people in the Grange/Frankfield area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-323	Please reconsider the routing of the BusConnects corridor through the Ballybrack Woods (Mangala) due to the damage with will cause to this natural green space.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-324	The proposed bridge will have obvious negative consequences for biodiversity and the ecological habitat	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-325	I object to the plans for the Mangala/Ballybrack woods There is very little green space around us and it's the one spot where we could walk without getting into our car and driving We will have more noise, air & light pollution, less birds & bats	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-325	I don't see the need for a separate cycle lane as a bus lane is wide enough. Also I have noticed once these lanes installed, they are never maintained and full of broken glass & debris so cyclists end up cycling in the bus lane as a result. It's a steep hill so by putting a cycle lane it's not going to motivate cyclists	Design guidance outlines seperate bus and cycle lanes are required.
NTA-C9-325	Parents don't want to put their children on buses as they feel their are unsafe and prefer to take them directly to the door. I really think Bus Connects need to address the issue of safety of buses before destroying neighbourhoods.	Safety issues on buses is a matter for the bus operator and potentially An Garda Siochana.
NTA-C9-325	I would like to see the Traffic Assessment report for this area, as it seems to be pushing all of the traffic on to the Grange Road to get to the Kinsale Road Round about or Douglas.	An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will assess the traffic impact.
NTA-C9-326	Creating a bridge over the Mangala will only promote more people to use there cars to travel as it will be very easy to get out of the city and will be a great shortcut for people from the Kinsale road side to get to carrigaline	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-326	Most of the time this bus passes my house it is practically empty. Making this road 25m wide removing all the trees will do nothing to promote people to use the buses.	The proposals have been revised.
NTA-C9-326	the main issue with this road is not the width it is the steepness of the hill on both approaches.	Noted. The topography of the area is a constraint. The development of ebikes makes hilly areas more accessible by bike.

References	Statement	CE response and recommendation
NTA-C9-326	Only at peak times is there any delay and this is caused by people driving their children to one of the two national schools at either end of road because they don't feel safe placing young children on bus	The population of Cork is anticipated to increase which is likely to increase travel demand. The BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, green, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-326	So I want to see what data is there to support the installation of this infrastructure specifically Traffic Assessment report for this area (Route K).	An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include a traffic assessment for this area.
NTA-C9-336	The height and width from underneath is enormous and would completely and adversely Impact on the Mangala Valley The Mangala Valley is perhaps the last natural green area and amenity left in Douglas The noise pollution that will emanate from the traffic using the proposed bridge will be heard locally and beyond. In conclusion, the price to be paid, in terms of financial, environmental, social and especially human upheaval cost, will not justify proceeding with this section of the STC	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-338	I agree with concerns among other submissions about a bridge over the Mangala,	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-344	I am shocked and saddened at the proposal to build a large bridge over the Ballybrack Woods/Mangla area in Douglas This area is soon to be (this month I believe) designated an Architectural Conservation Area (ACA) as part if an extension of the Douglas ACA	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-349	I am especially concerned about the impact this will have on the flora and fauna of Ballybrack Woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-356	here is virtually no woodland left in Douglas available to the public and this small and remaining piece is to be destroyed	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-364	Ballybrack Woods/Mangala is an integral part of the Douglas Community and one of the main reasons I chose to move to the area last year. It is absolutely appalling that destroying even a tree here is being considered! Mangala is home to many protected species, and hundreds of mature trees which could never be replaced	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-366	Creating a bridge will result in a huge loss. Bring noise and traffic and ruin the peaceful area	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-366	I am shocked when I see the plans for widening the Frankfield road which is already busy but to knock walls and long standing trees to build the road I object strongly as do many of the elderly rresidents who live here.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-369	Another option would be to develop pedestrian access between Manor Farm Lehenaghmore (behind Dwyers electrical) and STC K (Kinsale Road to Douglas). See gree line attached. In this case people could walk a short distance safely (200 meters!) to the 'Ballycurreen Road/Kinsale Road junction' linking up with STC K (Kinsale Road to Douglas) and improving connectivity to Douglas.	Noted. This proposal from Manor Farm to Ballycurreen Road is outside the scope of STC K.
NTA-C9-380	I 100% do not support this ill thought out plan : Bus Connects, Grange Road & The Mangala Bridge Proposals	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-382	. I think it's almost criminal to consider destroying such a beautiful area that is very close to locals hearts.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-385	Riverbank and at times Douglas Wells Apartments are occasionally used as a short cut by groups of youths, and it is not unusual to meet them when walking down Riverbank, even during the day. They have been known to climb over the apartment complex pedestrian gate and some can react quite aggressively when approached. They are noisy and leave litter and it is not unreasonable to expect that the situation will be aggravated once the area is opened up as a public thoroughfare.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-385	Riverbank, the route for the proposed cycle lane is a narrow road with a blind bend just beyond it's entrance. It is not wide enough to allow two cars to pass each other and as a pedestrian you have to be continuously alert. However the addition of a cycle lane which would be used as a main thoroughfare for cyclists travelling to and from Douglas village will create an extremely hazardous situation, particularly for those less agile pedestrians like myself.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-385	there is a strong sense of community and residents actively look out for each other. As I understand it, the plans will effectively cut off the top block of apartments from its neighbours, and the garden setting which the apartments are set in . This is an extremely stressful situation for the residents.	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-385	However the addition of a cycle lane which would be used as a main thoroughfare for cyclists travelling to and from Douglas village will create an extremely hazardous situation, particularly for those less agile pedestrians like myself.	Generally the provision of cycling infrastructure improves safety.
NTA-C9-389	The proposed opening up will inevitably lead to increased pedestrian - including anti-social - moment through all three residential areas.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-389	The proposed route would ruin the attractive cul-de-sac character of not one, but of three residential areas: Douglas Hall Lawn, Douglas Wells and Riverbank.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-389	Were I to cycle from Skehard Road or Well Road to Douglas, I honestly would not trouble to take the route through Douglas Hall Lawn. Well Road is a perfectly safe cycling road to and from Douglas.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-389	Any questionable benefit from the plan is dwarfed by the disruption to three residential areas.	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-389	Value of the properties in each of the three residential areas mentioned will reduce. Douglas Hall Lawn, Douglas Wells and Riverbank.	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-389	Absence of a Southern footpath on Well Road between "Postman's Path" and Douglas is a hazard to pedestrians.	Noted this is why an alternative facility was proposed along Douglas Hall Lawn.
NTA-C9-389	There would be a traffic hazard where the new link through Douglas Wells meets Douglas Hall Lawn and Tennis Club traffic along the "Postman's Path". Absence of a Southern footpath on Well Road between "Postman's Path" and Douglas is a hazard to pedestrians.	There is currently no footpath on much of the southern side of Well Road. This is why it is was proposed to provide the pedestrian and cyclist connectivity at Douglas Hall Lawn. The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-390	1) I use this road regularly both cycling and walking and it is relatively narrow even in it's present form especially from a cycling point of view, I honestly can't see how two way traffic will comfortably fit on this relatively narrow road. 2) I also notice on the proposed map/plan (on the Route K Brochure) that one footpath has disappeared and there is no provision for a Cycle Lane on the opposite side. Surely this makes no sense especially when there is currently planning in for a large school just at the top of this road, which realistically will more than likely go ahead. Children at this school will almost certainly want to access the village before and especially after school, so therefore shouldn't we be providing a safe Cycle Lane directly to the village.	Unclear which road is being referred to in this submission.

References	Statement	CE response and recommendation
NTA-C9-396	I wish to record my objection to the proposal to build a bridge over Ballybrack Woods. loss of green space used by the residents of [personal information redacted] and the entire local Douglas community would be devastating Ballybrack Woods has a conservation protection order under the new Cork City Development plan. noise, air and light pollution will have a negative impact	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-405	Do not remove trees or long established stone walls to widen the Douglas Rd. This is not a green option!	This submission is associated with STC I
NTA-C9-408	just went through the new road proposed to run right through the area of Grange Douglas Cork and I think it is going to destroy the whole community. This is going to make the area into a concrete jungle as most of the trees and green areas are going to be decimated	The proposals have been revised to reduce the impact on trees.
NTA-C9-410	in order to make this bus corridor you are cutting through old established woods, you are proving to cut down well established trees and wreck the flora and fauna of the area, you will destroy the habitat of many creatures and a walkway which is used and enjoyed by the majority of the residents in the area.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-411	I am concerned about the impact that this development will have on the amenities and biodiversity at the Mangala This will apply to both the construction stage when there will be great noise, disturbance and disruption	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-411	This completely diminishes the value and enjoyment of their houses	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.
NTA-C9-411	further consideration should be given to the impact of street widening in certain sections and the impact this will have on people's gardens and properties. I know that residents of Curragh Woods will be deeply impacted with large parts of their gardens removed and the road coming very close to their house wall. removes a vital amenity for their children	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-411	Fairness and consultation should be a key requirement here and, despite comments to the contrary, the communication strategy, particularly around any potential CPOs, has not been handled well or as described. much better consultation is required with those most impacted.	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-412	The proposed plan will interfere with an old, historical wall along the Frankfield road. The removal of this wall in front of Seven Oaks will directly affect my property and those of my many neighbours.	The proposals have been revised to reduce the impact on boundary walls.
NTA-C9-412	Pollution. Directly outside my house will be changed from a two lane road to a four lane (2 cars, 2 bus) road plus 2 cycle lanes Noise pollution. Despite upgrading our windows, there is already traffic noise present. The proposed plan will bring the traffic closer in proximity to my house.	In relation to noise it is important to note the project involves transitioning to a zero emission bus fleet and resurfacing of the road surface. The BusConnects proposals for Grange Road 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 daily travel demand for journeys by private car will reduce.
NTA-C9-412	I have two kids with asthma and lung disease of prematurity who would be directly affected.	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 daily travel demand for journeys by private car will reduce. This will also improve air quality.
NTA-C9-412	Having an expanded road move closer to my house will devalue the properties of me and my neighbours.	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.
NTA-C9-412	The proposed STC K plan will remove 297 trees. Anyone who drives down the Grange road can see how beautiful the many mature trees area. They provide shade and shelter to animals and enhance the area.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-413	I would like to object to road expansion and bridge building which will result in the destruction of the Ballybrack Woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-419	Proposals for K mean children will no longer be able to get a bus that passes their school. Proposal K means people in Grange and Frankfield would have to get connecting buses to travel to or from the city centre.	This submission is related to the Bus Network redesign rather than the Sustainable Transport Corridors

References	Statement	CE response and recommendation
NTA-C9-438	The Mangala is a beautiful green space and an important recreational area for the large greater Douglas population. It will be destroyed if a bridge is built over it.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-438	I am also concerned that the demolition of portions of the beautiful old stone wall will have a very detrimental visual impact on the Bellevue Estate	The proposals have been revised to reduce the impact on boundary walls.
NTA-C9-438	This stone wall acts as a sound barrier and , as my property is situated [personal information redacted] from this wall, it's demolition will lead to significantly increased noise levels at my property.	Boundary walls will be replaced on a like for like basis.
NTA-C9-438	The loss of trees near Estate entrance is also a concern to me for the same reason at Bellevue Estate	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-445	We do not want or need separate 2 metre cycle lanes outside our house.	Noted
NTA-C9-445	NTA plan to [...] knock more than [personal information redacted] trees that provide shelter for birds ?? and wildlife as well as being the lungs the world. The amount of destruction of trees and wildlife habitats in the Bus Connect plans have left our community in shock .	The proposals have been revised on Grange Road to reduce the impact on trees.
NTA-C9-445	The amount of private property destruction and upheaval planned for our area is very difficult to comprehend. We are an old established community in [personal information redacted] and [personal information redacted] and we feel our transport needs are currently being met . We do not have the population or the flat roads of other European cities.	The proposals have been revised to reduce the impact on properties.
NTA-C9-445	NTA plan to [...] knock more than [personal information redacted] trees that provide shelter for birds ?? and wildlife as well as being the lungs the world. Further up Grange Road stand beautiful mature trees ?? out side the bungalows on Clifden which are also to be cut down.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-445	NTA plan to take more than [personal information redacted] of our garden.	The proposals have been revised to retain more existing trees and reduce the extent of land acquisition on Grange Road.
NTA-C9-445	The new cycle ?? and pedestrian park currently under construction [personal information redacted] linking to Douglas and Tramore Valley Park is a welcome improvement for the area.	Noted.
NTA-C9-446	With regards to the Douglas road bus connect, if you look at the bus stops on a daily basis on the Douglas road itself only a handful of people use the bus.	The population of Cork is projected to grow by 50-60% by 2040, which will result in increaed movement of people. The BusConnects proposals are seeking to make it easier for people to choose walking, cyling and use public transport daily. Without a better public transport system and walking and cycling network to cater for the growth, traffic congestion will increase and become more widespread.
NTA-C9-446	The Douglas road will be destroyed if you remove the trees and old walls for a service that is of no benifit to most residents.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-447	Regarding plans to destroy the mature trees and wild life sanctuary and ruin the Mangala for the community for ever...is a huge act of destruction and barbarism I observe the local mental health teams bringing those with fragile minds walking on a weekly basis and then enjoying a coffee ☕ or tea in the local Bean and Leaf cafe. There are many other groups that use the walk as an educational tool.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-454	Once again it will become a no go area for everyone, as it was before. Gangs will hang out under the bridge, as always happens with underpasses in quiet areas, and once again we will be finding needles and alcohol bottles all ower the place. Taking away a huge swathe of the Mangala to facilitate a Bridge and a bus lane will decimate the environment and have a completely detrimental affect on the local wildlife and vegetation. Elevated traffic droning noise will be heard from our back gardens which has been proven to have a very harmful affect on both mental and physical health. The junction of Donnybrook Hill and Grange Cross will also see an inordinate amount of new traffic flooding through it throughout the day.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-455	No problem with removing grass area and providing parking from Grange road to the archway at entrance to Kingsley. This would make existing situation safer as people already part in the existing entrance road causing a safety hazard for traffic entering Kingsley from Grange road.	Noted
NTA-C9-455	No problem with general concept for this area or the bridge across the Mangala.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

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NTA-C9-455	There is no need for a bus lane from donnybrook Junction to as there is no traffic build up on that section up to Cooney's lane.	The proposals have been revised.
NTA-C9-455	People living in Grange Tce should keep existing parking and the footpath planned should be added, the space allocated for a bus lane in this area can be allocated to proper parking spaces for these houses.	Noted
NTA-C9-455	The bus stop at Grange Rd/Donnybrook junction should remain as planned but the bus can swing out into traffic to Cooney's lane, there is no traffic build up intis section of road at ANYTIME!	Noted
NTA-C9-455	It is not acceptable that the residents of Grange Tce would lose parking outside their properties. The additional space from Grange Goad to the Arch at entrance to Kingsley is sufficient to allow for additional cars for these residents.	The proposals have been revised to provide parking at Grange Terrace.
NTA-C9-455	There is no need to interfere with the existing communal area in Kingsley.	Noted
NTA-C9-455	Any attempt to interfere will the archway entrance to Kingsley or to remove grass from the existing Kingsley park will be resisted by residents to whatever degree necessary. This park already has deficit of green area relative to its size and the existing green is unusable as communal space due its its gradient and fall off . Any interference with this arch will impact negatively on the value of housing within the park as it an important aspect of the park.	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.
NTA-C9-457	Hundreds of people use this walk way on a daily basis to get to and from Douglas village. The trees, stream and green area provide a beautiful natural space for locals away from the dangers and pollution of traffic. Its home to several different types of mature trees, over a dozen species of birds as well as fish, bats and countless insects and other wildlife. There is no call or need as a cyclist for a cycle lane going over the woods, every local cyclist knows it is very simple to get from frankfield rd to the carrigaline road via the mangala walkway already. I cannot see a huge need for a bus from the kinsale rd to the carrigaline rd or to maryborough hill, one can only assume that this is nothing to do with public transport or cycle lanes and it is just an attempt to provide increase space for cars.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-458	I am raising this objection with a strong knowledge of ecology, Irish biodiversity and the environment. Aside from its ecological importance, this area is an amenity and very important to the wellbeing of those living in Douglas and the surrounding area.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-460	Myself and my family use the Mangala every day. My [personal information redacted] walks to [personal information redacted] and my [personal information redacted] cycles to [personal information redacted] that way. It is a beautiful resource to have. When finished they the wildlife and plants will be destroyed by the increased pollution of the extra traffic.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-463	How much will it cost and how long will it take to actually build.	It is too early in the project to provide an estimate of cost. A timeline for acqusition and construction was provided inthe scheme brochure.
NTA-C9-463	Try the experiment of providing enough buses at peak times for the next 3/6 months and you will see less cars and an improvement in bus travel times little or no delays. This would be much cheaper, better for the environment.	Noted
NTA-C9-463	Doubling the size of an already wide road is not good for the enviroment.	The proposals have been revised to reduce the width of the road proposals
NTA-C9-463	Knocking down nearly 300 trees in a short stretch of road, nearly doubling the size of an already wide road is good for the enviroment.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-494	I am surprised that new facilities have not been proposed for the southern section of Donneybrook Hill, surely this should be considered as it's only a matter of time that further housing estates will be built here? I would suggest that a cycle lane could be added to the Rochestown Road though. I am surprised that there is not a cycle or bus lane proposed for the Douglas Relief Road as there is plenty of space for it in this area. Could the angle at the north exit of the roundabout to the Well road be sharpened so that traffic needs to slow before rejoining the Well Road, similar to how it is proposed when coming from the northern part of Well road on to this roundabout. As it is proposed traffic will likely speed through this exit.	The proposals for Well Road including the quiteway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

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NTA-C9-494	If the bridge over the Mangala valley is not progressed at it's proposed location consideration should be given to building a link road/bridge after the end of the valley at the Donneybrook Road to the end of the Carrigaline Road where it joins the N28.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-494	In reality a new connection is needed between Maryborough hill and Grange. New schools and housing estates are currently being built on the Carrigaline Road road which will be completed before the BusConnects project.	Noted
NTA-C9-494	Map 4-10: Reassurances to the community are needed though that walls will be rebuilt in a sympathetic design	The proposals have been revised to reduce the impact on boundary walls. It is intended that boundary walls will be rebuilt in a sympathetic manner.
NTA-C9-494	Map 3 - The main junction where Frankfield Road and Kinsale Road join does not give any proposed routes for the cycle lanes that must pass through the junction. Clarity on where cyclists should go within this junction will improve safety and ease of use for all road users.	Singlaised crossings provided at the junction of Kinsale Road and Frankfield ROad. Two way cycle track proposed on Northern side of Kinsale Road.
NTA-C9-494	Map 4 - 10: The addition of bus and cycle lanes is an excellent facility for the community. Reassurances to the community are needed though that walls will be rebuilt in a sympathetic design and that trees will be replanted as there is a lot of anxiety about this at present that is probably able to be addressed relatively easily.	Noted
NTA-C9-494	Map 4-10: trees will be replanted as there is a lot of anxiety about this at present that is probably able to be addressed relatively easily.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-494	Map 3 - The main junction where Frankfield Road and Kinsale Road join does not give any proposed routes for the cycle lanes that must pass through the junction. Clarity on where cyclists should go within this junction will improve safety and ease of use for all road users.	Cycle lanes continue on N27 Kinsale Road (Alrport Road) and through Kinsale Road Rounabout via BusConnects Sustainable Transport Corridor H Airport Road to City.
NTA-C9-494	This route provides excellent facilities to the community at large, especially the proposals for pedestrians and cyclists to link the Well Road roundabout to the main Douglas Road via Douglas Hall Lawn and Riverbank. Map 11: The Carrigaline Road does need to be widened, especially with the new school and housing estates being built. At the moment it is certainly not a safe or comfortable section of road to cycle on. This proposal is very necessary. Fingerpost Roundabout: I fully support the new layout and look forward to being able to cycle from Douglas to the Passage West greenway in safety. The bus lane at Exham House is excellent and the two way local traffic and turning point on the Douglas village side of this is a good idea. The proposals for pedestrians and cyclists to link the Well Road roundabout to the main Douglas Road via Douglas Hall Lawn and Riverbank are excellent. . I welcome the addition of cycle lanes on the Well road.	Noted.
NTA-C9-506	I strongly object to the building of a bridge through ballybrack woods. As a [personal information redacted] resident, and as a woods user this bridge will hugely impact the biodiversity of the woods. There are v few natural woods left in our city as it is. These woods have a positive impact on peoples lives, both young and old. Many people use these woods everyday, including school children. Putting a bridge through the woods, will absolutely destroy everything the woods stands for. It will destroy a thriving habitat for many. It will also involve felling trees that are 100s of years old. We're trying to improve our carbon footprint not increase it . Have we not got enough concrete in Douglas already with the amount of housing built. This suggestion is absolutely ridiculous.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-523	I live in [personal information redacted] and I am shocked and appalled at the proposals to literally shred through the living areas outlined. Relocation of walls, ripping up green areas, cutting down the trees? You believe that this is defensible? It is a horrific set of proposals that would destroy the quality of life in this area. There can be no valid reason whatsoever to justify this destruction of the green area of Grange. The over-planning in Douglas village is bad enough but these proposals to create bus corridors through the lives of families and estates can not be sustained.	The proposals have been revised to reduce the impact on boundary walls and green areas.
NTA-C9-523	Your proposed bus corridor for the Douglas area - Grange and Douglas Rd. - are a threat to the health and safety for families in the area.	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 daily travel demand for journeys by private car will reduce. Walking and cyling improves people health.
NTA-C9-541	Bus gates will do little but cause bottlenecks elsewhere and forcing more traffic up detoured routes where the roads dont have the capacity or infrastructure to cater for more traffic is ludicrous. Why not stagger the school times or working times in the town centre and fix the traffic flow in Douglas village which is ridiculous and save all this money that you are intending to spend which is very much against the publics wishes	This submission is for STC I

References	Statement	CE response and recommendation
NTA-C9-541	<p>I strongly object to the proposed bus connect route from Kinsale Road to Douglas. Destroying gardens and the natural habitation by widening the road so much makes absolutely no logical sense to any reasonable people and will not fix the problem.</p> <p>What a waste of public expenditure CPOing the gardens of 100 households for very little reward.</p>	<p>The proposals have been revised to reduce the impact.</p>
NTA-C9-542	<p>Nonetheless I am compelled to write today in relation to a proposed land acquisition and cycle route that represents a serious threat to residents, and citizens of Cork, as well as an unnecessary and unwarranted encroachment by City Council & the NTA into a private residential area, which will be vocally and vehemently opposed.</p> <p>The proposed Cycle Route to connect Douglas Hall Lawn and Riverbank represents a serious health risk and is a threat to the safety of the residents of Douglas Wells apartments. Like myself, most residents of Douglas Wells are [personal information redacted]. The privately owned apartments, in a gated community, represent a safe and secure enclave where we can take exercise safely and slowly, without risking the challenges presented by busy public roads, speeding bikes or cars, traffic and so on.</p> <p>Should a cycle route cut through this private residence, following acquisition of our private land, it will gravely impact on our ability to take safe and much-needed exercise in our garden area. On average, cyclists on flat terrain travel at between 23 – 29km per hour. Accidents and collisions between pedestrians and cyclists can lead to serious injury and even death, with pedestrians usually more seriously injured than cyclists. As a resident and property owner at [personal information redacted], I have real concerns about the strategy of the NTA and local authorities to force such a threat upon our community of aged persons. It would show a clear disregard for our health and safety.</p> <p>I urge the NTA and City Council to review the Kinsale Road > Douglas element of the BusConnects Sustainable Transport Corridor, with particular regard to the impact of the cycle route via the riverbank on the Douglas Wells neighbourhood. The threat to residents, and the negative impact on our health and safety is too serious to disregard.</p>	<p>The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-542	<p>I am writing today in relation to the Public Consultation of BusConnects Cork Sustainable Transport Corridor Emerging Preferred Route : Kinsale Road to Douglas.</p> <p>Firstly I would like to say that developing Cork's sustainable transport corridors, enhancing provision for buses, cyclists and pedestrians is an important and vital process for Cork, to protect our environment while providing citizens and visitors with the world-class accessible transport service and experience. There are some excellent initiatives outlined in the BusConnects Cork Project Proposal.</p>	<p>Noted.</p>
NTA-C9-547	<p>I and everyone who lives within Douglas/Donnybrook/maryborough do not want this bridge to be built across the mangala/douglas woods. Not only will you inevitably kill several species of birds, ancient beautiful trees and wildlife while the government hippocritically shoves green policies down our throats. You will destroy the childhood memories of those who used this woods their entire lifes. You will bring toxicity and pollution to a haven for those of this area. As a person who lived here my entire life and knows these roads inside and out your proposed route is lazy at best and will not do anything but filter even more traffic into the bottleneck that is Douglas. It seems your justifying your budgets to do anything but this would be very personal for all of us who live here, we love that place and we dont need another bus route we have enough with the 206,207,220. It will not bring anything but removing what is a publicly shared amenity for all who live here. Do not do this please. The woods here is in our hearts, it is a part of our daily life. It brings us a place for a nice walk and to see some beautiful nature of which there is nothing else like around. It was a critical amenity during covid when everyone was locked in around here to gain some normaility. And you spent a lot of money making this place even better for what now just to destory it, pathethic. This place is in my heart, I dream of this woods, if you do this I will wholeheartedly hate you for destroying this eden for all of us who share it. Do not do this. It is unnessecary and extremely anti green. Please follow what you preach this is an anti green route which will kill this woods. Do not kill or destroy the life which grows here in peace for the longest time. Dsigusting and lazy to even suggest this tbh there are better alternatives to this plan, and there will be a lot of us there if you foolishly go ahead to protest, video, and send this stuff out on youtube, twitter , tik tok etc to show how "green" irelands policices really are. Please again it means that much to me and us who live here. Cancel this plan please. There are better alternatives.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-548	<p>Please do not destroy the mangala woods and kill all of its wildlife for a route which makes no sense. We are fine in this area with what is and certainly do not want you to destroy the nicest part of douglas/donnybrook for a monstorous polluting bridge. It is a shared space to which all of this community use. Do not kill this woods please. There are better alternatives.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>

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NTA-C9-555	<p>The felling of mature trees to make way for the construction of a bridge would result in the loss of a significant amount of the natural wildlife habitat</p> <p>The loss of green space used by the residents of Cois Coillte and the entire local Douglas community would be devastating. Physical and mental health have never been more important as we now have to live with COVID. noise, air and light pollution will have a negative impact for us residents in Cois Coillte used to living in a quiet and tranquil area. Route K Options 2,4, 6 and 7 do not align with the intervention hierarchy - Section 2.2 of Volume A 'Draft Emerging Preferred Options Report Orbital Route' June 2021</p> <p>does not align with many of the core objectives and targets of the Green Deal and hence the statement in Section 2.4 of the Options report 'The BusConnects Infrastructure Cork project aligns with the objectives of the Climate Action Plan and the national targets for reduction in emissions' is myopic and uninformed.</p> <p>here is no reference to the Douglas East West Bridge cost estimation, it appears not to have been included in the capital cost assessment of the project.</p> <p>lead to over compaction of the soils due to construction traffic which would in turn prevent surface water flow increasing flood risk</p> <p>visual impact of such a significant structure</p> <p>mature trees where bats roost are to be removed</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-569	<p>The plan to take away gardens would have people essentially locked into the homes that they have lived in for years all to put more buses along the route which is unnecessary.</p>	<p>The proposals have been revised to reduce the extent of land acquisition on Grange Road.</p>
NTA-C9-572	<p>I know the area around the Douglas road- there is no need for this level of destruction- the traffic is coming from Douglas -use the existing link roads rather than creating a motorway through residential suburbs.</p> <p>I walked the route this morning with my dog- people talk to each other -and have a sense of community.</p> <p>Actually allow people to work from home - blended them the need to transport people into city centre is not necessary.</p> <p>I live on a slightly wider road and it is frightening for children, dogs etc - you are ruining a beautiful link - don't do the devastation evident on skehard road.</p>	<p>The proposals have been revised to reduce the impact on properties.</p>
NTA-C9-575	<p>The damage to the trees and greenery is environmental suicide and will never be replenished.</p>	<p>The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)</p>
NTA-C9-575	<p>I do not feel the proposed widening of the Douglas Road is necessary or a well thought out plan.</p> <p>The road is a link to so many residential streets and the the safety aspects of a high speed road would be a death trap for the multiple young children living just off this road.</p>	<p>Noted.</p>
NTA-C9-588	<p>The corner with the primary School (marked in green below) on Bellair Estate is due for proposed safety works but I feel any traffic calming should be extended further east to at least the junction into Knockrea Lawn housing estate to allow for additional slowing of vehicles before the school.</p> <p>To cater for the expected increased volumes of traffic, calming measures (ramps, raised pedestrian crossings etc) should also be added along the one-way section of Ballinlough road right up to the junction with the Douglas Road.</p> <p>submit that Taxis should not be allowed operate in Bus lanes.</p> <p>4. Lastly, I would urge the roll out of camera technology for enforcing bus gates, red lights, and the new no turning rules. It is increasingly evident the people are rushing through the first few seconds of red lights. Cars routinely ignore the current "No right Turn" that is in place at High Street / Capwell Road. Camera technology is the best option for enforcing these rules. Propper enforcement is the key to Bus Connects success IMO.</p>	<p>This submission is for STC I</p>
NTA-C9-588	<p>I very much welcome the proposals for Cork and look forward to seeing the finalised designs.</p> <p>I welcome the proposed bus gates along the Douglas Road.</p>	<p>Noted.</p>
NTA-C9-589	<p>I am concerned as a [personal information redacted] of the plans to take away the green area/archway entrance to Kingslea and replace them with car parking spaces for the residents of Grange Terrace.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>

References	Statement	CE response and recommendation
NTA-C9-591	<p>RE: THE BRIDGE OVER THE MANGALA</p> <p>I must admit that I was slow to make this submission believing that public opinion never wins in these kind of scenarios. However when I thought of how much this development will impact on every generation here after, I thought I must register my grievance, for the following reasons.</p> <p>The desecration of a much loved and valued Green Space. The noise pollution of this beautiful tranquil space. The impact on local flora and fauna species. The changes to the Donnybrook Hill & Shamrock Lawn Hill road layouts. The extra dangers that the extra traffic will bring to an already dangerous crossing and the impact it will have on childrens' safety as they walk to and from school. Effectively turning a residential area into a motorway, bringing an increase in traffic, noise, air & light pollution. This proposed structure seems to fly in the face of all things 'Green' ! The mass destruction of trees, habitations and green spaces that the locals have enjoyed for generations.</p> <p>During Covid Lockdowns this space became invaluable to many living in the area and since it has remained an oasis of calm in suburbia. Often you will find groups of children from local schools enjoying a field trip, to experience real life nature and to study the effects of the seasons etc on the flora and fauna therein.</p> <p>Local scout troops can also be found practising their skills in the woods. So very many groups avail of this space that to rob them of it's full glory would be an absolute crime.</p> <p>PLEASE DON'T DO THIS !</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-592	<p>Objection to proposed Road/ Bridge over Mangala Woods</p> <p>Mourough Mills less than 100 yds from the proposed 20 metre bridge, the Mills building is still standing tall and has aged well. The Mangala Woods of which part was used for the growing of Mangles to feed the many horses servicing the Mill. The proposed new bridge/road would run over this area which is of significant importance to the Douglas/Donnybrook area in particular but also Cork city and county.</p> <p>It is barely two years since Cork county council spent a large amount of tax payers money in upgrading the woods area for environmental and recreational use and introduced a new cycle and walkway extending from the top of Donnybrook hill to the Douglas village Green. It is now extensively used by people on the Carrigaline side as well, as there are two entrances from their at least and is used by locals and people coming from extended areas as well.</p> <p>I remember speaking to the Cork county council Architect at the time of the works to improve the woods and saying that I knew the Ballincollig walkway and thought it was beautiful and he replied this will be better again.</p> <p>The proposed Bridge and Road 20 metre wide with a possible huge span and height and the enormous works involved with the removal and disturbance and renal of the natural habitat and the destruction of so many mature trees regardless of replacing them with trees that will take decades to mature. This would destroy the tranquility of this wood (the only wooded and real recreational area of any significance in Douglas/Donnybrook/Grange area) where only natural sounds are heard as it is deep in the valley with the high levels on both sides.</p> <p>The proposed works would be a monstrosity of unbelievable magnitude and a destruction of a wild life area when it is needed badly with climate change.</p> <p>This is not "Bus Connect" it is a massive bridge and Roadway with footpath, cycle lane, bus lane and general traffic in both directions of which there are enough road routes in the area. This would only divert existing traffic from the upgraded Carrigaline road/N40 on to the Donnybrook hill junction and introducing a huge increase in traffic on the grange road and onto the Kinsale road roundabout and airport road all in the name of supposed interest of "Bus Connect".</p> <p>There will be no benefit to the Douglas/Donnybrook area only more traffic and the destruction of a most diverse habitat for wild life and mature trees.</p> <p>The end result if this gets approval will be the destruction of a most used, appreciated recreational wood and a habitat that will never be the same again and a loss to Douglas Grange and the homes in adjacent Carrigaline road.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-602	<p>There may be more logic in theory to span Ballybrack Woods but I consider the loss of a natural resource much valued by the community in the midst of ongoing suburban development to be greater than the gain of this peripheral corridor.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-607	<p>Ideation of a bridge from the junction grange/ donnybrook Hill over mangla Glen to make fingerpost more of a bottle neck.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>

References	Statement	CE response and recommendation
NTA-C9-607	Capital investment used to gain very little time on getting from A to B. Justification and clear mis- management of monies.	Noted
NTA-C9-607	Compulsory purchase of land adjacent to main Grange Road taking of green areas from housing estates I.e. Parkgate, moving bus stop closer to houses, removing existing greenery that act as a noise barrier from passing traffic. Strongly object.	The proposals have been revised to reduce the impacts on Grange Road.
NTA-C9-607	The wanton destruction of existing mature trees with the proposal to replace with new trees. Really I've yet to see this to be actual reality re: skehard Rd, Atlantic pond Blackrock walk!	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-609	The plan will completely remove any history of the village, mature trees and old stone walls. As it is the village has been over developed already. The people of Douglas do not want this plan implemented. There is also no need for it.	Noted
NTA-C9-616	I have major concerns about the impact this might have on the Mangala. It would, as it stands, be devastating to the environment there. I think the damage could be prevented if a taller and bigger suspension bridge is built. It should be possible to build a bridge there that does not impact the Mangala environment at all (except for the visual, which could be an enhancement if well designed). To do so a larger scale fully suspended bridge could be built from Grange to the Carrigaline Road.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-619	I am strongly against the Mangala Bridge Proposal that is being discussed. I have seen the Mangala change over the years. It is currently at its very best. Any disruption feels like an attack on our wellbeing as a community. The bat sanctuary in the Mangala is of utmost importance as well as the diversity of plants and fauna. It is a piece of heaven in Douglas. Any destruction/construction will be heart-breaking.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-619	As for the proposed widening and compulsory purchase order of the Grange Road (along Grange Park side), why is this necessary? There is absolutely no congestion on that side of the road. As a road user, I have never seen nor been stuck in traffic on that side of the Grange Road. It is senseless.	The proposals have been revised to reduce the land acquisition on Grange Road.
NTA-C9-623	bBallybrack woods and the mangala is at the heart of the area and an amenity that has been enjoyed by the local community for decades. Our Mangala is important to us and we do not want it interferes with. Please do not build the proposed bridge over Ballybrack Woods or cut down any of the trees.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-633	I would like to oppose to the proposed corridor in Cork - K.	Noted
NTA-C9-641	I queried the removal of an excessive amount of very mature trees and the green area and the wall. I would strongly appose the plans for a bridge over Ballybrack Woods this would be detrimental to the environment and ecosystem of the woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-641	This is a real safety concern as children have been knocked down by cars in Shamrock Drive before, [personal information redacted], caused by people driving at speed down Shamrock Drive. I also questioned the safe retention of the outlet road on the top of Shamrock Lawn, as I have observed on numerous occasions people driving in the outlet.	The revised plans have reduced the extent of the road widening proposals on Grange Road. It is anticipated the road boundary wall at Shamrock Drive to Grange Road will not be set back for road widening.
NTA-C9-657	1 THE WILD LIFE OF SQUIRRELS AND TROUT AND MANY BIRD SPECIES IN THE WOODS 2.THE MANY TREES THAT HAVE TO BE FELLED ONE WHICH HOLDS A SQUIRRELS DREY ITS GOING TO UPSET THE ECO SYSTEM AND DRIVE OUT MOST OF WILD LIFE THIS IS NOT RIGHT AND I STRONGLY OBJECT TO THIS MAD IDEA AND THE BRIDGE ITSELF WILL BRING VERY HEAVY TRAFFIC TO CARRS HILL TO ADD TO THE BUILDING OF 450 HOUSES 90 APARTEMENTS AND 2 SCHOOLS WHERE ARE ALL THE TRAFFIC GOING TO GO CARRS HILL IS A BOREEN NOT A MOTORWAY	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-678	I support the proposals for more and protected Cycle Lane Infrastructure. I fully support the Bus & Cycle lane infrastructure proposals. As a parent and a cyclist, I believe the future of our society is in healthy safe public transport. I do not support the organised lobbying that has gone on in the area to protect carparking and access to car routes as an argument for dropping children and adults to sports events and shops.	Noted.
NTA-C9-687	I would like to propose that cyclists are given priority at traffic light changes at all new routes. There are many junctions (Forge hill to airport road - cyclist turning right, evergreen road to right into the city) where it is very dangerous for a cyclist to enter the junction with traffics, yet pedestrians don't like cyclist using their lights to cross a junction. There should be a cycle light or some way for cyclist if present to get safety across every junction.	Noted

References	Statement	CE response and recommendation
NTA-C9-687	Ballybrack wood in Douglas is a beautiful and well used amenity. There should be greater clarity on the bridge that is proposed to pass over this green and quiet area - that takes many school travellers off the road at a busy time. Please don't ruin the Mangela.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-688	Removal of old limestone walls which are home to many insect, removal of many mature trees, increased pollution including noise pollution.	The proposals have been revised to reduce the impact on boundary walls.
NTA-C9-688	Safety: the proposal will make access to and from homes on the Douglas Road both difficult and dangerous. Safety: the proposed oneway system onto roads leading from Douglas Road will be dangerous these small roads are in residential areas with National Schools.	The propoals will improve accessibility and safety in these locations.
NTA-C9-694	I think it would be a terrible shame to destroy Ballybrack Woods with a bridge for the bus corridor. Douglas is not exactly flush with green amenities. Ballybrack Woods proved to be a godsend during the pandemic lockdowns. It was used by everyone in the locality to get out on a daily basis, especially when confined to a 2K radius of their homes. The local council only developed the Woods in the past few years. Please don't destroy it on us now.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-696	This is of huge concern that you are prepared to damage and destroy one of the few remaining green recreational areas in Douglas. Traffic is already much slower and has been greatly affected on Donnybrook hill, due to the new multiple sets of traffic lights at the new Junction off Willow Park on the south Douglas Road. Adding another junction on this road from Donnybrook to Douglas is seriously unwise. There has to be better routes than the destruction of our beautiful woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-697	I strongly disagree with a bridge going through this beautiful natural place filled with wildlife and a unique eco system that a huge amount of people use everyday.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-698	I wish to object strongly to the construction of a new bridge over Ballybrack Woods . The recent development of the walk from Donneybrook to Douglas trough the woods was the best development in the Douglas area in 40 years and now you want to demolish 50% of the woods to allow us get into the city quicker. Please consider starting the several schools in the area at 9.30AM to avoided the morning rat race there are no traffic delays during the summer months when the schools are on holidays .	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-701	The proposed bridge, to comprise both bus and car lanes, over the beautiful natural resource that is the Mangala valley will have hugely negative impacts for the environment of the areas affected. This will be a devastating irreversible impact for all (e.g., young children growing up in the area who love the natural beauty and benefits the Mangala valley offers now will have their development negatively impacted)	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-706	At a time when the environment is a key issue in sustainability we must protect our natural wooded areas.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-706	By enlarging the Grange Road, it will be near impossible to make a right turn when exiting Grange Heights.	The proposals have been revised at this location.
NTA-C9-708	This will absolutely destroy the Mangala and remove the only remaining feature in Douglas where one can relax and enjoy nature. Grange cross is already severely congested and this is going to add more congestion. This is a very common area for people walking and cycling and hence the health benefit to all people using it will also be severely impacted. It is a safe route for children to get to and from school	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-710	The eastern boundary wall and the western wall would be out of alignment, which would have a significant detrimental impact on the appearance of our home. Pedestrians walking up the footpath in a westerly direction in front of the eastern wall, after it has been set back, would inevitably walk across our drive way.	The proposals have been revised to reduce the extent of land acquisition on Ballycurreen Road.
NTA-C9-710	it will not be possible for the driver in the exiting vehicle to see a pedestrian walking up in front of the set back wall, giving rise to a serious health and safety issue.	Where boundary walls are to be set back it is intended they will be replaced on a like for like basis. It is anticipated that the detail of boundary walls will be developed to ensure appropriate visibility of pedestrians walking along the footpath.

References	Statement	CE response and recommendation
NTA-C9-711	I vehemently oppose the changes to Ballybrack Woods. This green space is an oasis away from the hustle and bustle of Douglas Village.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-713	The environmental impact of the destruction of approx. 78 trees (from the count in the drawings provided), and many, many more bushes and other vegetation and wildlife habitat, the pollution for a 4-lane motorway and the inevitable run-off in the rivers that will occur during the construction process, does not justify the end result of saving 15 minutes on existing bus journeys.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-713	As much as people may like to use buses more the cost is prohibitive - to drive to the city does not cost me as much in petrol as the bus fares do. Cost needs to be addressed.	Noted
NTA-C9-713	As much as people may like to use a bicycle many factors are prohibitive: The weather (you cannot do anything about this) Lack of bike storage / parking in the city, or in workplaces Lack of shower facilities in most workplaces Cycle-lanes alone will not encourage more people to cycle.	Noted. When good quality cycling infrastructure has been provided in Cork it is being well used.
NTA-C9-713	the vegetation that surrounds many of these areas along the Grange road, will be lost forever, being replaced with concrete paths, this vegetation is home to other wildlife that has not been considered. Noise pollution will be a major factor to the people living along Grange Road,	The proposals have been revised to reduce the impacts on Grange Road.
NTA-C9-713	The loss of the numerous trees on Grange road is environmentally damaging - older trees store more carbon and so slow climate change, so the fact that you are proposing to plant new trees in their place is environmentally destructive.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-718	I urge the planners to rethink the building of a bridge over this vital amenity.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-724	Please do not build a bridge over the Mangla woods in Donnybrook Cork.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-727	The proposed 6 lane 20 m wide bridge over the Mangala (Ballybrack woods) would be an act of environmental vandalism.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-727	The full profile of the corridor is 20m - but many of them have crunch points where busses have to merge with general traffic - potentially negating the whole effort or just creating a new bottleneck. Both the Grange Rd and the Ballycurreen Rd have a narrow point like that - what's the point in widening a long stretch of road if you can't solve for the bottleneck?	The proposals have been revised.
NTA-C9-727	Just widening a road without understanding where the traffic gets backed up doesn't address the problem e.g Grange road gets backed up because of traffic on Donnybrook hill on one end and Frankfield Road on the other. Widening the Grange road itself won't address that. The proposed profile for the Ballycurreen road is 16m making room for a dedicated bus lane in each direction. But traffic doesn't get backed up on Ballycurreen road - the bus would get through just fine.	Noted.
NTA-C9-727	There are proposed changes to bus routes which are not incorporated in these maps, making it harder than necessary to visualize how these changes will impact.	This submission is related to the Bus Network redesign rather than the Sustainable Transport Corridors
NTA-C9-727	It does not look like traffic has been factored in to these plans.	Noted
NTA-C9-727	Widening roads in an already built up area results in the loss of green areas (private and shared) which are vital for recreation, pollinators and wildlife.	The proposals have been revised to reduce the impacts on Grange Road.

References	Statement	CE response and recommendation
NTA-C9-737	I strongly oppose the proposed plans for Ballybrack Woods and the Mangala. I believe this would be detrimental to the environment and to the ecosystem of the woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-747	I strongly object to the proposed flyover over the Mangala Woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-747	If any trees are to be removed at least 5 trees should be planted in the affected community.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-747	The NTA's drawing of the property is inaccurate and does not include the extension to the rear of their property. The newly proposed boundary wall would cross through their extension.	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-747	NTA to incorporate the feedback from the public consultation process. NTA to incorporate items 1-3, revise and reissue 'Emerging Preferred Route' for consultation.	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-747	Any works to the retaining wall or disturbance to the substrate would result in stress and strain forces being applied to their foundations and most likely lead to cracks forming and possible subsidence.	Refer to Issue 5 of the Public Consultation Report (Jun 2022 - Oct 2022).
NTA-C9-747	NTA to physically survey the length of proposed plan and adjacent properties. The NTA to conduct traffic modelling and have the model independently validated and published	Topographical surveys will be undertaken. Traffic modelling will be undertaken and published.
NTA-C9-748	I do strongly object to the proposed new bridge over the Mangala. one of the very few natural recreational areas in Douglas	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-748	The trees alongside the roads are acting as a natural sound barrier, cutting down a lot of these trees and routing traffic through these roads make it much noisier for the people living there	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-751	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-758	Sending all traffic going towards the city up the Well Road is a choice I'm concerned about. The widening of the road to add cycle lanes will exacerbate the problem. Cars will bypass this and add traffic to surrounding residential areas	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-765	Anti-Social behaviour is becoming an increasing problem on public transport and many people may in time not feel comfortable travelling on public transport.	Noted
NTA-C9-765	he construction of the proposed bridge over the Mangala will destroy a precious bio diversity place, a place of quietness in Douglas.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-765	To have a cycle lane in front of the Red brick terraced houses on the Grange Road will damage them over time from large buses passing in front of them. these houses are of historical interest and protected	The proposals have been revised on Grange Road.
NTA-C9-765	Many cyclists that I know do not feel comfortable cycling on the Irish cycle lanes, the new one that was implemented under the bridge by Willow Park is incredibly dangerous as it forms a little ramp and could result in car crashes.	Noted.
NTA-C9-765	The green area in front of our houses is often enjoyed by many walkers as well as residents, trees are homes to many birds, and we will lose bird song as a result. The council has implemented bio diversity initiatives down through the years and now all this will be removed as well. The loss of trees reduces shading and also will result in more light pollution.	The proposals have been revised to reduce the impacts on green space.

References	Statement	CE response and recommendation
NTA-C9-765	The green area in front of our houses is often enjoyed by many walkers as well as residents, trees are homes to many birds, and we will lose bird song as a result. The council has implemented bio diversity initiatives down through the years and now all this will be removed as well.	It is unclear where this submission is referring too. The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-765	Fail to see where more trees can be planted with the extra concrete area proposed from land acquisition. The loss of trees reduces shading and also will result in more light pollution. Trees also are shown to have health & wellness benefits. Trees also provide cooling effects in warm weather	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-765	Land was previously acquired with a new wall built and trees replanted. These trees have just matured so objection to acquiring further land and restoration of wall and trees as green space will be significantly reduced	Noted.
NTA-C9-765	Brochures were sent to some houses and not others. Most information came from social media which the elderly do not use. The public consultations were held during the peak summer holiday period so people either had no time to research the plan or to attend the meetings. The website was confusing and would not load fully. Maps are not to scale.	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-765	The survey company that were on Grange Avenue were not helpful and they have damaged our footpaths	It is unclear what survey is referred too in this submission and whether this activity related to the BusConnects Cork project.
NTA-C9-767	Douglas does not have very many green spaces and this is one of the few remaining.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-770	The current plans to move the bus stop on Eugene drive east in front of House No. 15 + 16 will impact the houses it stops in front of by giving passengers a view into the upper rooms of houses, all existing trees will be removed without room for replanting and noise and air pollution will increase.	The bus stop is proposed to be relocated approx 40 to the west.
NTA-C9-770	The bus stop on Eugene drive should be moved 20m west on the road towards the rear of houses on Amberly's Stockton Close. There is room here for additional tree planting and will mitigate issues with current plan	Noted. This bus stop is now proposed to be relocated.
NTA-C9-781	object to the proposed bridge over ballybrack woods which will completely alter and reduce the size of this amazing local amenity in the Douglas area.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-784	Opposed to proposed bridge through Mangala Woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-784	The existing Bus Route 8 goes through Douglas Village and STC K will not. There should be a bus which serves the village fully.	The proposals for STC K have been revised to connect with Douglas village
NTA-C9-786	I believe, it is so important for Ballybrack Woods (Mangala) to remain untouched by modern development.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-786	The green area at the top of Shamrock Lawn estate should not be altered. It is a necessary noise and air buffer and acts as a protective shield for children going anywhere near the roads	The proposals have been revised to reduce the impacts on Grange Road. The revised proposals remove the potential impact on the boundary wall at Shamrock Lawn.
NTA-C9-798	The proposal does not appear to take into account the age profile of the population, which is hilly and not suitable for cycling. Many people are dependent on their car to access shops etc.	The BusConnects proposals are seeking to make it easier for people in the Grange/Frankfield area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce. This will provide people who are dependent on their car will better accessibility.
NTA-C9-798	Object to the Mangala Bridge as it will strongly impact the area negatively	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-823	If green area must be taken, then take some from both Bellevue and Park Gate. Currently appears that no green area is being taken from Bellevue side of road. Relocate the bus stop or reduce the scale of the corridor to leave a minimum of 3 meters of green space to reinstate trees and privacy screening. Noise mitigation in the form of a natural stone wall of 7ft high would be expected to be built to replace Park Gate wall Existing bus stop is located in front of No. 2 + 3, not 4+5 as drawing suggests.	The proposals include some land take from the Bellevue Drive side. The proposals have been revised to reduce the land take involved at this location. The bus stop is proposed to be relocated to the east from its current position.
NTA-C9-835	It will have a huge, negative environmental and social impact	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-836	Object to environmental impact on Ballybrack	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-871	Do not see the need to have a westbound bus lane between Grange Cross and Cooneys Lane. I have never encountered traffic congestion on this section of roadway. A single bus lane and 3 traffic lanes rarely causes any delay. Your proposal to reduce 3 traffic lanes to 2 will give rise to unnecessary delays.	The westbound bus lane has been reduced in length in the revised proposals.
NTA-C9-871	There will be noise pollution .Light pollution loss of shading from mature trees . Air pollution due to construction process ,loss of trees and bio diversity.	The proposals have been revised to reduce the impact on trees. A construction management plan will be developed to manage construction impacts. 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 daily travel demand for journeys by private car will reduce.
NTA-C9-871	The construction process will cause huge disruption noise ,dust construction traffic etc.	A construction management plan will be developed to manage and mitigate traffic, noise, vibration impacts during construction.
NTA-C9-871	Mature trees were removed from Grange Road/Donnybrook Hill following 2005 Cork City Council introduction of bus lanes. These trees are only now reaching maturity and it is now proposed to remove them.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-871	This proposed road according to plans will be 20 metres wide. I have travelled along Skehard Road in Blackrock and it is not very pleasing ,a bare barren landscape and difficult to traverse for pedestrians .	Noted.
NTA-C9-871	Heard about STC from Cllr. The submission process is difficult to find and not straightforward. Maps are vague, not to scale and out of date. The public information sessions took place in July when many people were away on holidays.	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-882	Object to the proposal to build a bridge over Ballybrack Woods(Mangala).	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-888	The entrance to the park is currently not fit for purpose. The footpath at the entrance is difficult to negotiate for buggies and people with limited mobility. An improved entrance, suitable for all road users, would be an important safety consideration for the finished road.	The proposals include an upgraded junction access to Grange Heights.
NTA-C9-888	There is an open green area 20m west of the proposed bus stop at the pedestrian entrance to Stockton Close. This walkway links Stockton Close, Amberly, Grange Heights, Arbour Court and Kingsford Park and would be an easily accessible location for all residents. Furthermore, the bus stop could be located here without adversely affecting any local residents; as an open green area, no houses are directly impacted.	The bus stop location has been revised as suggested.
NTA-C9-888	: A wall (or combination of wall and railing) measuring 8ft high from the footpath of the Grange Road. On the Eugene Drive side, trees and shrubbery similar to the current landscaping.	Noted
NTA-C9-888	The new bus stop location would dramatically alter the currently layout of Eugene Drive, and significantly reduce the distance between the houses and traffic on the Grange Road. It would have a long term negative impact on houses no. 15 and 16.	The bus stop is proposed to be relocated approx 40 to the west.
NTA-C9-888	There is serious concern about how children will get to school by bus, many use the existing 206 and 207 routes. questions arise like will it be possible to get a single bus to their children's school or the city centre.	This submission is related to the Bus Network redesign rather than the Sustainable Transport Corridors
NTA-C9-888	Object to the position of the bus stop at Grange Heights. The proposal allows no room for replacing the trees and shrubbery that would be removed for construction, creating a zone that is materially different from the rest of the road.	The bus stop is proposed to be relocated approx 40m to the west.

References	Statement	CE response and recommendation
NTA-C9-888	It is not clear in the STC proposal how many trees will be removed and it does not specify whether they will be replaced. It is important to ensure that we can compensate for the removal of trees with an appropriate boundary and new planting. Our trees provide of protection from the busy road, in terms of noise and pollution. This is particularly true for the residents of Eugene Drive. The replacement of lost trees must be mitigated by an appropriate plan to maintain the privacy and protection that they provide.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-888	The STC proposal incorrectly marks the location of the current Grange Heights bus stop (pg. 44).	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-888	The proposal indicated that the boundary between Grange Heights and Grange Road will be removed. It does not specify the form of a new boundary. An insubstantial boundary would have negative impact on safety of Grange Heights residents. Any boundary must a barrier between a busy road and children at play. The deep hedge row, mature trees and reenforcing railings must remain to prevent antisocial behaviour.	Noted. Boundary treatment to be developed at this location.
NTA-C9-929	Object to the proposed bridge on the grounds of ecological reasons, reduced traffic flow, cost and alternative church road expansion.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-945	Strongly object to the bus connect proposal for route K. Kinsale Road to Douglas.	Noted
NTA-C9-949	Object to the bridge over Mangala Woods	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-949	It is proposed that the wall in front of my house will be removed along with the trees etc. This means that there will now be a 4-laned motorway, bus stop, cycle lane much closer to my house. We have not been told what will replace this wall. I am extremely worried that this project will increase the traffic volume outside my house and thus causing, dangerous situation for my children and animals as well.	The proposals have been revised on Grange Road.
NTA-C9-949	The loss of vegetation during this project is environmentally damaging. Noise pollution will be a major factor for us who live along the Grange Road, as the existing mature trees that act as a substantial buffer to this will be gone, and there will be increased traffic to deal with.	The proposals have been revised to reduce the impact on trees. 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 daily travel demand for journeys by private car will reduce.
NTA-C9-949	The loss of the numerous trees on this road is environmentally damaging - older trees store more carbon and so slow climate change, so the fact that you are proposing to plant news trees in their place is environmentally destructive. Noise pollution will be a major factor for us who live along the Grange Road, as the existing mature trees that act as a substantial buffer to this will be gone, and there will be increased traffic to deal with.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-974	An important emphasis of this plan must be that all primary and secondary schools are incorporated into a conected network of adjacent and nearby cycle lanes. A prime benefit of Bus Connects must the means for more pupils to travel to their schools by walking or by cycling. The design aspect of this principle whether the cycle lanes should be each way on each side; contra flow; one side one direction or one side bidirectional should be considered by the circumstances of the situation.	Noted
NTA-C9-974	Proposals to dramatically reduce the number of trees and incursion into wooded areas are counterproductive. Emblematic of this is the proposal for a bridge through Ballybrack Woods/The Mangala that would be a greater benefit for car traffic rather than for more sustainable transport. Tree removal should be avoided and where unavoidable the carbon benefit of what is replanted must be greater than that that existed before.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-997	A risk assessment for this predictable hazard should be carried out as part of the process	Noted.

References	Statement	CE response and recommendation
NTA-C9-998	While I am overall positive about the Bus Connect proposals, I would recommend that priority is given to maintaining and protecting the natural and biodiversity spaces we have in our city. I refer here in particular to proposed routes I (Maryborough Hill to City) and K (Kinsale road to Douglas). Both the routes appear to imply a negative impact on the Mangala (Ballybrack Woods) in Douglas. This is an area of green that provides a safe and enjoyable corridor for those walking, cycling and wheeling to and from Douglas village into the surrounding neighbourhoods. A walk in the Mangala at different times of the day would demonstrate the sheer variety of uses taking place in this green space (going to work, going to school, walking for leisure), a chat with the people who use the Mangala will prove how much locals value the beauty, serenity and biodiversity of the space. The Mangala provides a safe haven not only to people but also to animals and plants.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1003	Proposed bridge over Ballybrack, should be limited to public transport and active travel only. Bus gates could be used to protect the bridge from private traffic to reduce the effects of noise/emission pollution and also the size of the bridge could be greatly reduced.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1006	Large volume of traffic turning into residential parks off the Well Road and crossing the cycle paths on route K (maps 15&16) will result in an increased road safety risk for users.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1009	The proposal to widen both footpaths to 2m each and then create new 2m wide cycle ways on both sides of the road would cause excessive disturbances to dwellings on either side of the Well Road. Generally, cyclists only travel in the downhill direction. The proposal to use an 8m width of proposed new roadway to create 2 cycleways and wider footpaths would appear to be totally excessive. The proposal for the Douglas Road shows narrower 1.5m wide cycleways on its typical cross section. Proposed cycleways only go some of the distance along the Well Road. Cyclists are then expected to take the longer journey via the nearby park of Douglas Hall Lawn, and then through a new narrow lane to get into Douglas Village. Generally, cyclists tend to follow the shortest most direct route which may mean that they may not use part of the proposed designated cycleway at all.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1009	The idea of going through this devastating process of tearing up many of our gardens, driveways, boundary walls, trees, and shrubs to create cycleways that due to the steep hill will probably never be adequately used seems to be very counterproductive. Furthermore, the cycleways do not even traverse the full length of the Well Road, and cyclists are expected to go through a park for part of their journey.	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1009	Large quantity of birds and other wildlife will be seriously disturbed. Soft surfaces help to absorb sound, such as trees, grassed areas, shrubberies etc., and therefore these proposals will increase the traffic noise considerably.	The proposals have been revised to reduce the impact on trees. 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 daily travel demand for journeys by private car will reduce.
NTA-C9-1009	In the event of this project ever going ahead, there would be years of disruption as the project progresses, with continuous noise, vibrations, dust, and difficulty accessing our homes. All homeowners would continually be watching for settlement cracks and comparing photos with earlier surveys, which would be very concerning and worrying for us all. Our homes, cars and any clothes hung out would be continually dirty from the dust and we would have to keep our doors and windows shut. Traffic would be incredibly bad all of the time, many times worse than it is currently even at busy times. For long periods we would not be able to park within our driveways, often having to walk significant distances to our homes in bad weather. This would be particularly difficult for our older residents.	A construction management plan will developed to manage and mitigate traffic, noise, vibration impacts during construction.
NTA-C9-1009	By issuing this proposal the NTA has already devalued every house on the Well Road with serious consequences for any resident who may be considering moving or downsizing etc. The homes that have a red line in front of their property on the NTA's booklet, signifying that the NTA wishes to serve a Compulsory Purchase Order on their land, may well be looking at a 6-figure sum of devaluation of their property. Parking and easy safe access onto the roadway is essential. The NTA's proposal of taking away part of some properties front driveways may well make them potentially unsellable.	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1009	There is currently a very low level of pedestrian traffic along the Well Road and the current 1.2m wide footpaths on both sides of the roadway seem to be quite adequate. The proposal to almost double these footpath widths to 2m each by taking front gardens off residents is excessive and, in our opinion, totally unnecessary.	The current footpath width is below the recommended guidance and therefore can present difficulties for people in wheelchairs, pushing buggies.

References	Statement	CE response and recommendation
NTA-C9-1009	The proposals suggest that some dwellings should have to give up much of their front driveways and front gardens, meaning in some cases that they could no longer park within their driveways and in other cases that they could not turn their cars within their driveway, but would have to try to reverse onto an extremely busy road. This essentially means that they would lose the ability to park in their driveway at all.	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1009	The roadway is currently quite busy, and it can be difficult to safely get in and out of our homes at certain times. If this proposal was to proceed there would be multiples of traffic numbers going up the Well Road and it would be near to impossible to get out of our houses onto the Well Road safely. It would be especially difficult to cross both traffic lanes. The proposals also suggest that some dwellings would not be able to turn within their driveways but would have to try to reverse onto an extremely busy road.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1046	I am extremely opposed to the destruction of the Ballybrack woods. In an era of rewilding and biodiversity awareness, and further fragmentation on ecosystems should be avoided at all costs.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1049	I am incredulous, shocked and horrified that there is now a real threat to this amenity because of the proposal to build a 20m wide, multiple lane highway across the valley which harbours Ballybrack Woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1049	The inevitable noise and pollution will detract from the natural wildlife habitats and certainly undermine the peace and quiet we currently enjoy and benefit from.	The project involves transitioning to a zero emission bus fleet and resurfacing of the road surface. The BusConnects proposals for Grange Road 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 daily travel demand for journeys by private car will reduce.
NTA-C9-1100	Objection to the poorly thought out idea of the bridge over the Ballybrack woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1124	I work in Ringaskiddy and live in Grange. This K route could be my second bus to board at/around Bull McCabe after alighting from the '225' bus from Ringaskiddy.	Noted. This submission is associated with the Bus Network Redesign.
NTA-C9-1125	Objection to proposed Mangala bridge	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1125	Objection to the removal of trees	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1133	Concern over access and egress onto the Well Road due to the amount and speed of vehicles.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1133	I wish to strongly object to the proposed widening to 14m, with gardens and driveways lost	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1133	I believe that widening of the road and promotion of more traffic on the Well Road will increase traffic volume and speed	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1135	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-1146	Ballybrack Woods was formally designated an Architectural Conservation Area (ACA). Is it the intention of the NTA to engage on the 'Douglas East West link' bridge which is also being considered independently by Cork City Council?	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1146	In terms of the link into Douglas Hall Lawn, what is the length and scope of works required for such a Quietway Would it be detrimental to cyclists to pull off the Well Road given the direct route approach for cyclists?	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1146	What safety measures are intended for this route for all users in terms of the link into Douglas Hall Lawn? What is the follow on protection for cyclists and car users at the Kinsale Roundabout?	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1148	Objection to the bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1173	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1183	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1187	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1187	The new plans will increase the noise & air pollution in the area.	The project involves transitioning to a zero emission bus fleet and resurfacing of the road surface. The BusConnects proposals for Grange Road 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 daily travel demand for journeys by private car will reduce.
NTA-C9-1187	Objection to the removal of trees that border Shamrock Lawn	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1189	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1192	Concerns that the proposal will offer unrestricted access to the general public to what are privately-owned grounds. This would leave the complex vulnerable to vandalism, littering, anti-social behaviour and casual crime	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1192	Objection to the proposed cycle lane through the Douglas Wells Apartment complex	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1192	This would devalue the properties we own	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.

References	Statement	CE response and recommendation
NTA-C9-1192	Current proposals would negate the current safety and security offered by the Douglas Wells Apartment complex	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1197	The map outlining the proposed route appears to overlook the fact that the avenue marked Riverbank on the map provides access to an 18th century heritage listed building at Douglas Hall. A right of way is provided to the owners of properties at Riverbank while pedestrian access is provided to the residents of the Douglas Wells Apartment complex.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1202	Current difficulties exiting from the property. What is being proposed would require us to cross three lanes of traffic	The BusConnects proposals are seeking to make it easier for people in the Grange/Frankfield area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1202	Our ability to access Douglas both as pedestrians and motorists, will be impeded	Noted
NTA-C9-1202	Objection to the proposed plan to divert traffic along the Well Road	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1202	Concern over the disruption to our lives both during the course of works, and subsequent, together with potential damage that may be caused to our home	A construction management plan will developed to manage and mitigate traffic, noise, vibration impacts during construction.
NTA-C9-1202	There is no footpath on our side of the road (and no plan to put one in), so currently to access the footpath on the opposite side of the road, requires us to cross two lanes of traffic on a very busy road	Noted.
NTA-C9-1202	Research, thoughts or studies must be carried out and take cognisance of the views of the local community	Noted. Engagement with the local community will be undertaken as part of the public consultation process.
NTA-C9-1216	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1221	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1221	There is no forecasted outcomes or projected increase in bus passenger numbers available	Enhancing the bus network is consistent with the National Development Plan 2018-2027 which envisages a significantly enhanced BusConnects service for Cork by 2027. This 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-C9-1232	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1235	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1239	I fail to see how the addition of bus lanes will alleviate congestion in the Grange area	The BusConnects proposals are seeking to make it easier for people in the Grange/Frankfield area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1239	The main contributor to congestion at peak times is the road going through the back Douglas village. The primary school at the end of the hill and increasing volumes of traffic which will come down Donnybrook Hill as a result of new housing developments will ensure that congestion will continue to be a feature of the Grange Road and West Village	Noted
NTA-C9-1239	Objection to the proposed widening of Grange Road for the addition of cycle lanes	Noted

References	Statement	CE response and recommendation
NTA-C9-1239	I understand that some replanting will take place but not at the top of Shamrock Avenue. Consider replanting in this location	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1241	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1241	Objection to the removal of trees at the top of Shamrock Lawn estate. This area is a necessary sound buffer that prevents a lot of noise and pollutants, and acts as a protective shield for children going anywhere near these roads	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1249	Objection to the removal of trees	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1266	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1273	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1280	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1289	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1289	Cork is a hilly city and bicycles will not be the mode of transport used by everyone.	Noted. Electric bicycles are becoming more popular particularly in hilly locations.
NTA-C9-1289	Cork will not see such a massive population increase in the future to benefit from this proposed massive transport strategy.	Noted
NTA-C9-1289	Felling many trees in our area will also lead to noise pollution	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1291	Objection to the removal of the wall surrounding houses at Curragh Woods which is the boundary to the estate at the junction where Frankfield/Grange Road meets Ballycurren Road.	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-1291	No house owners were notified of this proposal.	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-1291	This proposal suggests tearing down a retaining wall which spans the entire back side & front of houses. Altering this wall could lead to subsidence in the estate.	Refer to Issue 5 of the Public Consultation Report (Jun 2022 - Oct 2022).
NTA-C9-1291	The plans/ maps used when designing this route are out of date and do not take into account the current status of the buildings in the area, including extensions	Topographical surveys will be undertaken to provide more detailed information.
NTA-C9-1297	Objection to the removal of the wall surrounding houses at Curragh Woods which is the boundary to the estate at the junction where Frankfield/Grange Road meets Ballycurren Road.	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-1297	None of the affected house owners received communication regarding the impact it will have on their homes	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-1297	This is a critical supporting/retaining wall and houses are built on a height from the main road. Any disruption is highly likely to disturb the entire foundations of many exposed properties.	Refer to Issue 5 of the Public Consultation Report (Jun 2022 - Oct 2022).
NTA-C9-1297	The plans/ maps used when designing this route are out of date and do not take into account the current status of the buildings in the area, including extensions	Topographical surveys will be undertaken to provide more detailed information.

References	Statement	CE response and recommendation
NTA-C9-1299	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1301	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1302	Incentives such as as free/ discounted travel would have a far greater impact than improved journey times	Noted.
NTA-C9-1302	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1302	A lot of residents did not receive sufficient information (or any information) regarding the proposed plans and it was left to local councillors and neighbours to inform each other of plans.	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-1310	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1310	Resources should be put into meeting the standard of bus services as outlined on Bus Eireann schedules. There is no benefit to having more space on the roads for buses that do not turn up at their scheduled times	Noted
NTA-C9-1310	Objection to the removal of green spaces at the entrance and boundary of Shamrock Lawn along the Grange Road.	The proposals have been revised to retain the green area in its present form at the top of Shamrock Lawn estate.
NTA-C9-1310	Proposals need to be done in consultation with environmental experts.	Noted. The proposals are being developed in consultation with environmental experts and this will continue as the proposals develop.
NTA-C9-1312	Consider implementing a ring road around the city to provide an alternate route for traffic to stay out of the city	The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1312	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1314	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1314	Concern over potential increase in noise pollution	In relation to noise it is important to note the project involves transitioning to a zero emission bus fleet and resurfacing of the road surface. The BusConnects proposals for Grange Road 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 daily travel demand for journeys by private car will reduce.
NTA-C9-1314	Objection to the removal of trees	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1317	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-1338	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1338	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1342	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1343	Provide cycling infrastructure along Donnybrook Hill to connect with the entrance/exit of the Ballybrack Greenway adjacent to Centra. Improve the infrastructure on Donnybrook Hill/Church Road to facilitate buses and cycling. Provide cycling and pedestrian infrastructure to join the Ballybrack Greenway at the Donnybrook Hill/Grange Road Junction. Provide cycling and pedestrian infrastructure to connect with Carrigaline Road at 51.871, -8.435.	The provision of cycling infrastructure along Donnybrook Hill to connect with the entrance/exit of the Ballybrack Greenway adjacent to Centra is outside the scope of STC K. The revised proposals include a quietway cycle route along Grange Avenue and a new access to Ballybrack Greenway from Donnybrook Hill.
NTA-C9-1343	The proposed bridge over Mangala Woods/Ballybrack should be considered as a last resort due to its negative impact on the environment and the amenity	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1343	The transition for cyclists to go from the Douglas Hall Lawn to turn right to join up with the cycle lane is awkward, and would be very difficult with traffic behind the cyclist and/or vehicles turning left off the roundabout. Furthermore, given the importance of this roundabout to connect to Well Road and Woodview it is recommended that the whole of the roundabout is improved with cycling infrastructure to better support the transition of the cyclists through the area	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1343	There is insufficient infrastructure in place to facilitate cyclists to make right turns off the cycle track into the side roads along the route. There should be better consideration of right turns through the use of infrastructure such as jug turns to facilitate this, especially at busier junctions, that may require higher capacity e.g. during school drop off/pick up hours.	The potential to provide for turning movements by cyclists will be considered as the design progresses and detailed topographical survey information is available.
NTA-C9-1343	It is unclear how a cyclist is supposed to turn right from Riverbank onto Douglas Road to head towards the city. Given that this is a highly complex and busy junction, infrastructure to allow cyclists to safely exit Riverbank is paramount.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1343	We commend the NTA and Bus Connects teams for progressing active transport infrastructure in the Cork area. Proposals create a more efficient public transport network, reduce bus journey times, create a safer environment for cyclists and pedestrians, better serve the needs of all road users and create a more sustainable and liveable city. We particularly welcome some high-quality design features which have been included in this scheme, such as the provision of segregated, dedicated infrastructure for the majority of the route. Segregation of pedestrians and cyclists, though more difficult to achieve, has been achieved and reinforced through intelligent design features.	Noted.
NTA-C9-1351	I feel the proposed changes to Grange Road need to be reviewed as there are possible alternatives	The proposals for Grange Road have been revised.
NTA-C9-1354	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-1366	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1376	The overall proposal to remove over 1,000 trees between Ballinlough, Douglas and Grange is a very serious attack on Cork's historic suburban sense of place and quality of life. I acknowledge that there would be replacement trees but it would take several years for said replacement trees to catch on and ecosystems to catch on. In an age where trees, biodiversity and wildlife are core aspects of international, national, regional and local climate action plans, the proposal to build a bridge across Ballybrack Woods or the Mangala is very disappointing. That this was pitched as a proposal has painted a picture to many of my constituents of lack of caring of the importance of ecology and biodiversity to a suburb such as Douglas or to Cork City. The same sentiment could be applied to the proposals to wipe out the trees and their respective biodiversities along Douglas Road, Boreenmanna Road and Well Road.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1380	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1382	The construction of a bridge will devastate not only the ecosystems and biodiversity of this green space, but will cause unnecessary water pollution in a stream that is already considered in moderate condition.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1382	I'm in full support of improvements in public transport and cycling infrastructure in Cork.	Noted.
NTA-C9-1383	Heavier traffic would increase difficulty for vulnerable elderly people commuting to and from their houses. There would be greater difficulty in accessing driveways.	The BusConnects proposals are seeking to make it easier for people in the Grange/Frankfield area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1383	There is already heavy traffic. We should not increase the traffic through a residential area	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1383	Prediction of what will happen with traffic is not totally accurate	Noted
NTA-C9-1383	Excessive dust and dirt with the road works, would have bad effect on washing and on people with breathing problems.	A construction management plan will developed to manage and mitigate traffic, noise, vibration impacts during construction.
NTA-C9-1383	Objection to the removal of trees	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1383	The final decision regarding such a major change should be voted on by the local people and local council	Following the second round of public consultation the NTA will finalise the Preferred Route Options for all eleven corridors. The scheme designs will be finalised in tandem with the undertaking of transport and environmental assessments. This is likely to culminate in the preparation of an Environmental Impact Assessment Report (EIAR) for the scheme, together with details of land to be acquired, which will be submitted to An Bord Pleanála for its consideration and determination. A formal statutory consultation process will be undertaken as part of that process.
NTA-C9-1383	If the road is widened there would be greater difficulty in crossing the road, especially for small children and vulnerable adults.	Additional pedestrian crossing facilities can be included in the proposals. Currently additional crossings are proposed for Ballycurren Road, Frankfield Road, Grange Road, and Donnybrook Hill.
NTA-C9-1383	Road works would increase risk of subsidence in properties. This would cause cracks and necessitate expensive repairs.	The proposals for Well Road are not included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1384	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-1385	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1387	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1397	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1402	Retain the green area in its present form at the top of Shamrock Lawn estate.	The proposals have been revised to retain the green area in its present form at the top of Shamrock Lawn estate.
NTA-C9-1402	Objection to the removal of mature trees	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1403	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1405	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1408	Objection to increased traffic volumes on the Well Road	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1408	The increases traffic on the Well Road would make it very dangerous to walk on, and create anxiety / introduce increased risk of a child running out on the road and being involved in an accident.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1416	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1424	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1439	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1439	The beautiful stone walls add to the aesthetics of the Grange Frankfield Road and their proposed removal would be detrimental to the area.	Noted
NTA-C9-1439	I strongly object to the amount of deciduous trees that will be removed native oak, ash, sycamore etc that have taken years to grow	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)

References	Statement	CE response and recommendation
NTA-C9-1442	The concept should have addressed the locations where there is an actual existing problem with traffic congestion and journey times and where the existing road is narrow and where the local residents actually require improvements – ie. the north-south direction to/from Donnybrook hill	The proposals have been revised to include Donnybrook Hill.
NTA-C9-1442	The proposal would also have a negative impact on the traffic flow and journey times on the old Carrigaline road, given that the proposal involves creating a junction on that road.	This submission is associated with STC I.
NTA-C9-1442	The proposal would have a dramatic negative impact on the already massively problematic traffic flow to/from Donnybrook hill, given that the proposed route involves directly traversing the road to/from Donnybrook hill.	The BusConnects proposals are seeking to make it easier for people in the Grange/Frankfield area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1442	During all the years that I have lived here I don't recall ever seeing any significant issues with traffic congestion on the existing road that this concept is proposing to widen. The existing road is already generously wide, with sufficient space for traffic and buses and cycling.	Noted
NTA-C9-1442	The information that was provided by Bus Connects during the public consultation is misleading as the airport is nowhere near the location that it is shown in section 1.6 and in section 6.1 of the literature that was distributed.	The reference in Section 1.6 and 6.1 of the booklet is to the Airport Road rather than the airport.
NTA-C9-1442	The system for making a submission is technically quite difficult, thereby making it almost impossible for anybody lacking IT skills (eg. many of the elderly residents in the locality) to make a submission.	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-1444	Objection to the proposed bridge over the Mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1452	Firstly, I strongly oppose the proposed changes to Ballybrack Woods. It's an invaluable resource for all the community and it would be an act of environmental vandalism to reduce in size one of our most valuable green spaces in Douglas. The recent development of the walk from Donnybrook to Douglas through the woods was the best development in the Douglas area in years and I cannot believe it is now proposed to demolish so much of the wood for another road.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1454	I would like to express my absolute dismay at the plans to build a bridge through the Mangala woods . The Mangala Woods is Douglas Green heart and the very thought of essentially destroying it 'in the name of going green' sickens me and our community . the Mangala Woods is a haven/habitat for many species of Wildlife including but not limited to birds (including heron) , badgers, foxes , fish and Bats . The Mangala also represents a haven for our children who have grown up walking and playing in the woods . The proposal to replace this beautiful nature reserve with tar and concrete is the antithesis of being green!!	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1459	I object strongly to the proposed bridge over the mangala. The suggested benefits of this do not out way the destruction of this secluded piece of nature in the heart of Douglas. Wildlife habitat is going to be forever destroyed and polluted should this go ahead.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1483	i object to the destruction of the mangala from the bus connects proposal to build a bridge over it. this is going to make the place near where i live and have grown up into a concrete jungle.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1487	Noise from the building of this proposed cycle lane Noise and Antisocial behaviour from people using this cycle lane/walkway at all hours of the night Rubbish being discarded throughout the development from passers by ontact me.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-1487	Lack of Security for the residents ranging in age [personal information redacted] Danger of the residents being knocked down by e scooters/bikes while walking within the development Danger of knocking down a cyclist/pedestrian when leaving their homes Passers by using the private green areas of the development for their leisure as there is no proposed security for the development Douglas Wells apartments have always commanded a premium price due to the security of the development, the tranquillity of the private gardens, and proximity to Douglas Village. We have reports from professional valuers stating that they would expect the value of these apartments to be decreased by 20 to 25% of the current value.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1491	The proposed changes to accommodate more bus traffic will result in yet more noise, pollution and even more congestion on the route into the city	In relation to noise it is important to note the project involves transitioning to a zero emission bus fleet and resurfacing of the road surface. The BusConnects proposals for Grange Road 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 daily travel demand for journeys by private car will reduce.
NTA-C9-1491	In terms of communications by the NRA, the notification of this proposed changes was poorly communicated - I only found out about the plans from a concerned neighbour. The public meeting in Nemo was not well organised or advertised and the representative I spoke to was unhelpful as he had no idea at all about alternative routes.	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-1491	and also pose a significant safety hazard for children attending schools in the area many of which are national schools.	Providing improved facilities should improve safety for children attending schools in the area.
NTA-C9-1493	If the road widens and you put a bus lane nearer my front door- the bus travellers will see into my house. This would be a disgrace.	Where a boundary wall is proposed to be relocated it is anticipated it will be replaced on a like for like basis. This includes the wall height so as not cause a loss of privacy.
NTA-C9-1494	Rather than widening roads to facilitate the building of bus lanes, cycle lanes and footpaths with the proposed CPOs, destruction of property, trees and heritage, why not reduce the car lanes by one and use that lane as a bus lane, cycle lane. The logic behind this proposal is that it would encourage the change of behaviour of car drivers, whereas the NTA proposal facilitates the use of cars. Consider having a light rail on wheels rather than rails to improve public transport reliability and remove the necessity for a bus corridor. Consider adopting a policy similar to Nantes France, where buses, bikes and pedestrians have priority over cars and cars have a 30km per hour speed limit. Consider how cost effective this policy would be and I would argue prove to have a similar outcome as the proposal with no damage caused and as such proportionate. Develop app technology to give the public real time information about where a bus is and confirming place availability thus reducing wait time at stops and providing more certainty to the service user. Consider the speed and cost effectiveness of this alternative as against the disproportionate option currently on the table. Arguably would have the same outcome.	The number of lanes for general traffic is being reduced in places. 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 daily travel demand for journeys by private car will reduce. The suggestions in relation to speed limits and app technology are noted.
NTA-C9-1494	The proposed destruction of mature suburbs architectural heritage (including listed buildings) runs contrary to the sustainable objective of planning being carried out with regard to intra generational responsibility – in short heritage should be preserved for future generations It is proposed to CPO property from the listed Terrace, Grange Terrace circa 1900, which will destroy the character of the buildings, their gardens and compromise the character of the full terrace.	The proposals do not involve the destruction of listed buildings. The proposals have been revised to reduce the impacts on Grange Road.
NTA-C9-1494	The removal of mature trees is not an action that is either friendly to the environment or sustainable.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1494	The effectiveness of the public consultation: it is my respectful submission that the public consultation process is not an effective consultation from the public perspective as it lacks the effective detail as to how the objective of 'increasing use of public transport in peak hours from 26% to 50%' will be achieved.	Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).
NTA-C9-1496	and a huge increase in noise pollution because of extra and more frequent buses. Light pollution due to the loss of shading of mature trees and overall significant air pollution due to increased traffic. These road widening proposals will lead to inevitable damage to the biodiversity of the entire Grange, Frankfield and Douglas area.	In relation to noise it is important to note the project involves transitioning to a zero emission bus fleet and resurfacing of the road surface. The BusConnects proposals for Grange Road 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 daily travel demand for journeys by private car will reduce.
NTA-C9-1496	Furthermore this proposal will necessitate the removal of car parking spaces for the residents of the terrace opposite Grange Avenue,	The proposals have been revised to provide parking at Grange Terrace.
NTA-C9-1496	the cutting down of a significant number of trees along the route	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1499	5) McSweenys is a local shop which has been in the area for over 5 decades, the government are always encouraging "shop local", by increasing traffic volumes, reducing parking and access to the shop will impact the shop.	The BusConnects proposals are seeking to make it easier for people in the Grange/Frankfield area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce.

References	Statement	CE response and recommendation
NTA-C9-1507	<p>(A) I am concerned that the Mangala will be reduced in size, I find it upsetting to lose so many trees.</p> <p>(B) Pollution created by traffic travelling over the bridge can not be avoided.</p> <p>(C) With Carrigaline the starting point proposed for the bus, we will have no guarantee that the bus will have empty seats when it reaches Calderwood. At the moment [personal information redacted] has no difficulty in getting on a bus at critical times travelling to and from work. The convenience of the present bus allows [personal information redacted] leave her car at home for 5 days every week.</p> <p>(D) [Personal information redacted] use the Mangala every day for exercise because of the peace and tranquility it provides.</p> <p>(E) We are extremely concerned by the noise pollution caused by traffic travelling over the bridge.</p> <p>(F) As the Mangala is used a lot by families with small children we are worried about the bridge providing a location for antisocial behaviour.</p> <p>(G) Unless you lived near the Mangala you may not realise the wonderful amenity it is, families have been wishing for a safe and pleasant place to bring their children for years. It provides a rural environment with very little contact to an urban setting. Looking up at a 20M bridge will spoil everything the designers set out in the original design.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-1509	<p>The plans to build a 20 metre bridge across the most attractive part of this walkway will change the nature of this area completely.</p> <p>Once again walkers will be exposed to traffic noise and the air pollution that goes with it. Considering the scale of the bridge, these effects will be widespread and will fundamentally change the experience of walking in the area.</p> <p>Building this bridge will also involve removing many of the largest trees in this area and also removing a huge amount of the existing woods.</p> <p>The wildlife in the area will also be disturbed. The purpose of the bridge is to provide a bus corridor to improve travel times. Considering the bridge will bring the bus from Donnybrook to the Fingerpost roundabout, it is difficult to see where there will be much advantage gained.</p> <p>The benefit from this proposal does not seem worth all the damage that would be caused to the marvellous amenity that Ballybrack Woods has become.</p> <p>It would be a shame to see all the investment and planning that has gone into this area over recent years been devalued in this way.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-1509	<p>The plan to get rid of the 207 Donnybrook bus and replace it with a bus originating in Carrigaline is difficult to understand. The current bus is very busy at peak times and the service is well used throughout the day.</p> <p>Considering that Carrigaline is a rapidly growing town with many new housing estates and schools, it will be likely that the bus will be full by the time it reaches Donnybrook, especially at peak times. Anyone entering the bus in Carrigaline is unlikely to get off before Douglas.</p> <p>I can see this move having the unintended consequence of forcing Donnybrook residents back into their cars to get to Douglas and the city especially for work.</p>	<p>This submission is related to the Bus Network redesign rather than the Sustainable Transport Corridors</p>
NTA-C9-1511	<p>We are also concerned about the effect of the proposed bridge on Ballybrack Woods (The Mangala).</p> <p>The woods are an amenity that has long been enjoyed by the inhabitants of the Rectory as well as the entire Douglas community, particularly during the pandemic.</p> <p>The proposed loss of 50% of this area (not to mention the noise from the bridge above) would be devastating to a very large group of parishioners and non-parishioners alike.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-1524	<p>Heritage (front wall of Seven Oaks estate): This wall dates back to the mid 1900's and as a result has a high heritage status under Cork City Council's Development Plan.</p> <p>We object to this wall being interfered with and moved from its current position.</p>	<p>The proposals have been revised at the entrance to Seven Oaks to reduce the impact on the wall.</p>
NTA-C9-1524	<p>Privacy</p>	<p>Where a boundary wall is proposed to be relocated it is anticipated it will be replaced on a like for like basis. This includes the wall height so as not cause a loss of privacy or security</p>
NTA-C9-1524	<p>Safety: Entering and exiting the estate is currently dangerous and will be more so under these current proposed plans.</p>	<p>The proposals include a new pedestrian crossing to the east of the Seen Oaks access junction with Grange Road. This is anticipated to reduce vehicular speeds on Grange Road, and make it easier to exit the estate.</p>
NTA-C9-1530	<p>The current plan doesn't really take into consideration the damage that will be done to the Mangala woods in Douglas and the effect that will have.</p> <p>There will also be a lot of constant noise nearby in an area that was known for it's peace and quiet.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-1530	<p>There a lot of mature trees in the Mangala that should not be cut down as they serve the community and environment very well.</p>	<p>The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)</p>

References	Statement	CE response and recommendation
NTA-C9-1535	We would like to lodge our objection to the proposed bus corridor through the Mangala in Douglas. As lifelong residents of Douglas we and local people, have always relied on this area for walks, exercise and to enjoy the outside space. This area became even more important to us during the recent pandemic. We would hate to see this area destroyed by the construction of a bus corridor	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1545	The Ballybrack woods are one of the best places in Cork city and enjoyed by many residents of Douglas and the surrounding area. The creation of this corridor will result in many mature trees being cut down and that will affect the environment and create more pollution. The proposal will also create a lot of noise in that area previously known as a very peaceful place for a walk.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1545	Going ahead with this proposal will affect many residents wellbeing and rob them of this great amenity.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1548	At busy traffic times we find it very difficult to get out of our driveway onto the road going in either direction at the moment. Our house is close to two estate entrances and we are competing with these cars also to get out onto the road. With this new plan we would have to cross a cycle lane, a bus lane and a lane of oncoming traffic to head towards douglas.	The BusConnects proposals are seeking to make it easier for people in the Grange/Frankfield area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1548	There is no bus from grange to my children's schools and I do not work in the city so I cannot commute to work via the bus service. I would like to see the data collected (?) to see who lives in grange and commutes to the city every day and will possibly make use of these new bus and bike lanes. Who will use them?	Where new bus and cycle lanes have been provided in other places they have attracted more people to take public transport and cycle.
NTA-C9-1556	Heritage: The front wall of the estate has heritage status as it dates back to mid 1900's and should not be interfered with or moved.	The proposals have been revised to reduce the impact.
NTA-C9-1556	Visual impacts.	Visual impacts will be assessed as the design progresses.
NTA-C9-1556	Increased noise, sound will be an issue with the bus lane so close to the houses.	In relation to noise it is important to note the project involves transitioning to a zero emission bus fleet and resurfacing of the road surface. The BusConnects proposals for Grange Road 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 daily travel demand for journeys by private car will reduce.
NTA-C9-1556	security in there houses	Where a boundary wall is proposed to be relocated it is anticipated it will be replaced on a like for like basis. This includes the wall height so as not cause a loss of privacy.
NTA-C9-1556	zebra crossing proposal at the brow of the hill outside the estate is not safe.	The proposals do not include a zebra crossing.
NTA-C9-1566	The K route would negatively impact the Mangala park.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1579	The road is already listed as unsuitable for heavy vehicles, diverting all the traffic will cause server damage to the environment and the homes built along it.	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1579	We have the tidal area besides us and the extra noise plus traffic pollution will have an adverse impact on the environment.	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1579	Removal of existing very old trees, demolition of old walls is criminal.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1586	I also want to say that nothing - and certainly not the proposed 20-meter bridge - should be permitted to encroach on Ballybrack Woods, Douglas. This is the only such wooded amenity in the area and a great pleasure to visit.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-1590	Serious reconsideration of the bus routes and services planned needs to be completed as this is not suitable for use and will further exacerbate the traffic issues seen in Cork. The current proposal seeks to remove several key bus services in the Douglas area and this makes no sense whatsoever. To remove the 206/207 routes would be an absolute waste and would remove key bus services from multiple estates and areas in the wider Douglas area while providing absolutely nothing new to replace it.	Noted. This submissions is associated with the Bus Network Redesign.
NTA-C9-1590	The current proposal requires the construction of a new bridge over the Mangala woodland area. This bridge would have a catastrophic impact on the trees and other fauna in the area as the bridge itself is considerably large (Unnecessarily so). It would impact on the biodiversity of the area in an extremely negative manner also. Not only from the removal of trees, bushes, flowers etc, but also due to the increased noise and pollution that would be caused both by the construction activity that would be necessary and the actual traffic that would result over this location.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1590	The Douglas area is very heavily developed in favour of cars/buses/trucks and destroying this amenity is just another step towards pushing people into cars and away from cycling.	The BusConnects proposals are seeking to make it easier for people in the Grange/Frankfield area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1590	The NTA and bus connects group should be looking for options that are environmentally sustainable and not just looking to smother green spaces with concrete in the name of progress. Serious consideration needs to be given to using alternative routes or methodologies to achieve a more efficient transport network in the Cork are.	Noted
NTA-C9-1590	The junctions do not function AT ALL and cause delays, build up and increased pollution in the area due to hundreds of cars/trucks/buses idling in the village.	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 daily travel demand for journeys by private car will reduce.
NTA-C9-1590	We would be devastated to lose this amenity and no matter how many trees are replanted, you cannot replace the woodland in it's current state once the bridge and road extension works are implemented. There will be no going back.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1594	The proposed bus corridor will interrupt my peaceful walks in Ballybrack woods. It is also an important area in Douglas for preserving wildlife.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1616	Bridge over Ballybrack Woods (the Mangala) which is one of the best used amenities in the Douglas area. The proposed bridge would greatly impact circa 50% of the current amenity that took a long number of years to complete and is only fully complete about 2 years. Likely increase in antisocial behaviour due to bridge over Ballybrack Woods (the Mangala).	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1616	There is concern that the current 207 bus route will be replaced / rerouted. The residents of Donnybrook depend on this service. Donnybrook hill is very steep and it would be challenging for many elderly residents to walk up even from Grange Cross. It is not practical to expect elderly residents to walk up these hills to bus stops.	This submission is related to the Bus Network redesign rather than the Sustainable Transport Corridors
NTA-C9-1651	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.	Noted.
NTA-C9-1652	The present bus lanes are totally adequate in this area	Noted
NTA-C9-1652	Grange Road - taking around 3 meters from the present frontage will result in much more noise for houses at the front of these parks.	The proposals have been revised to reduce the impact on land on Grange Road. In relation to noise it is important to note the project involves transitioning to a zero emission bus fleet and resurfacing of the road surface. The BusConnects proposals for Grange Road 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 daily travel demand for journeys by private car will reduce.
NTA-C9-1652	I know this proposal is not the preferred option for residents living near the Grange Road, where it is proposed to remove mature trees	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1657	The loss of a wide range of woodland and paths will be a disaster for Douglas and deprive residents of many paths used for leisure and fitness walks.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).

References	Statement	CE response and recommendation
NTA-C9-1661	<p>The bridge construction will ruin the woods as an amenity for people to enjoy as it will remove the oldest trees in the woods and the traffic noise will ruin the natural habitat for the wild animals.</p> <p>If a bridge is built over Ballybrack woods at the proposed height with the increase in traffic this will increase the traffic noise for all the surrounding estates.</p> <p>. A 20M wide road above the center of the Mangala would have constant traffic noise day and night and put everyone back to the way it was twenty years ago.</p> <p>If the bridge over the Mangala goes ahead that will be a main throughfare with increased traffic from outside Douglas, how will the traffic on Donnybrook hill be affected, will it move at all.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-1661	<p>The proposed route from the Kinsale Rd. to Douglas will provide an alternative from the south link to Passage, Monkstown, Carrigaline and Ringaskiddy from the west side of the city.</p> <p>I believe this will greatly increase the level traffic in the area.</p> <p>Currently its difficult to get out of Calderwood estate to Donnybrook hill and difficult to get through the traffic lights down to Douglas.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-1661	Having cyclists on a road not separated from other road users from a safety perspective does not work	Noted
NTA-C9-1664	<p>If these proposals go ahead, the woods will be finished.</p> <p>This woods has developed naturally over hundreds of years and no amount of replanting can replace what will be lost.</p> <p>These woods need to be protected for the environmental benefits, for the various animals and trees there and for the people of Douglas who use this amenity reguarly.</p> <p>It may look like some waste ground to someone trying to design a new bus network but it is such an important green space in Douglas.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-1664	The city council needs to do more to protect what we have before it is destroyed. It seems they want to build on every green space but we don't have enough green spaces in Cork already.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1681	the placement of a bus gate on the well road I would be afraid that this will re-route traffic up the well road and will filter through the many small estates of Ballinlough as car owners from Douglas and the areas to the south seek access to the area to drop off their children to school.	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1726	<p>With that in mind the bus connects project should allow cyclists to safely cross the corridors where required. For example map 9 of corridor K shows the entrance to 'Clifton Grange' estate.</p> <p>For a cyclist who is traveling East on the cycle track, and who wishes to enter 'Clifton Grange Estate' they will have a difficult manoeuvre in order to cross the road.</p> <p>They will need to cross 2 No. bus lanes, 2 car lanes, 1 bike lane and 1 footpath in order to make the crossing.</p>	Noted. The potential to provide for road crossings at this location will be reviewed.
NTA-C9-1726	. I ask the Bus Connects Design team to introduce a safe crossing point in close proximity to the entrance to the 'Church of the Incarnation' to allow child pedestrians and cyclists safely cross the road and proceed in an east or west direction.	A pedestrian crossing at this location is included in the revised proposals
NTA-C9-1726	A pedestrian crossing point should be added at the junction with the N27 to allow pedestrians walking on the south side of Ballycurreen road cross over to get access to the East side of the N27 road. Pedestrians will require this crossing point to get access to the existing bus stop on the East side of the N27	Noted . Pedestrian crossing is included but was obscured on STC K Map 1 by text for Airport Road to City Sustainable Transport Corridor H.
NTA-C9-1752	I object to the proposed changes at the junction entrance to Curragh woods to facilitate bus, cycle and car lanes. The proposed changes mean Curragh woods traffic will lose the ability to enter our estate via a slip road.	The proposals have been revised at the junction entrance to Curragh Woods.
NTA-C9-1752	Bus lanes in both directions on Ballycurreen road do not appear to be the best option.	Noted
NTA-C9-1752	I object to the aquisition of land from one of the residents living in Curragh Woods to facilitate a bus lane on the Ballycurreen road	The proposals have been revised at this location to remove the potential impact on the boundary wall.
NTA-C9-1752	It means any traffic entering the Curragh Woods estate will need to cross 2 additional lanes (bus and cycle) leading to safety concerns	The proposed lane configuration at the Curragh Woods junction is similar to other junctions on Grange Road. The proposed arrangement is considered to be much safer than the current arrangement.
NTA-C9-1753	There is also sections of the road where a bus lane is not possible and buses will have to merge into normal traffic anyway. This makes absolutely no sense as they are only going to be in the same traffic as everyone else anyway.	It is possible to provide bus priority with traffic signals in this situation.

References	Statement	CE response and recommendation
NTA-C9-1753	Douglas village is where the traffic problem is. Even if the claim for improved traffic had some proof/backing behind it. This would only make the traffic flow faster in to Douglas village where the real problem is. Also I think that if the improvements proposed are to be anything like the new junction in from of Douglas Comm then it's for worse not better. This was meant to improve traffic but it's only creating more under the bridge and creating a line of traffic trying to come off the link.	The BusConnects proposals are seeking to make it easier for people in the Grange/Frankfield area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1753	Firstly the bus lane requires the need to reduce green land (private and public) which in the grand scheme of things for the environment is hard to see the positive in this.	The proposals have been revised which reduces the impact on green land.
NTA-C9-1753	Firstly the bus lane requires the need to reduce green land (private and public) which in the grand scheme of things for the environment, mental health etc is hard to see the positive in this.	Noted the proposals have been revised to reduce the impact.
NTA-C9-1761	The NTA proposes to 'piggyback' on the proposed City Council bridge across the Mangala. This proposal will effectively destroy one of the key green spaces and active travel paths within our community for minimum benefit. The Mangala is an important location for environment sustainability: It has a complex and well-developed ecosystem which includes ten different habitats.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1810	The removal of the left turn to access the Inniscarra Rd from the Old Macroom Rd will cause a lot of unnecessary delays and frustration for residents accessing Westcourt and Westgrove Estates.	This is submission to not associated with the scope of STC K
NTA-C9-1813	Has there been estimates on the extent that the traffic will increase with the changes? Are HGV going to be travelling on this route if the changes are approved? to what extent will the noise increase?	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 daily travel demand for journeys by private car will reduce .An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will assess the impact and identify mitigation measures where these are necessary to address the impacts.
NTA-C9-1813	With reference to map 10 and the proposed change to the entrance of Kingslea. My worry is that the proposed changes don't appear to take into consideration the boundary of the estate. The entrance to Kingslea is an important part to the aesthetic of the estate.	Noted
NTA-C9-1813	Is there a possibility to put the cycle lane inside shamrock estate rather than causing the level of disruption suggested in the plan	The proposals have been revised to reduce the impact at this location.
NTA-C9-1813	What is the sequence of construction around the construction of the M28? Is it after the M28 work?	It is too early to provide specific dates in relation to construction activites as the BusConnects project has not yet obtained planning permission .
NTA-C9-1813	How will the removal of parking on grange terrace impact the Kingslea estate as residence will not have on street parking anymore?	The proposals have been revised to provide parking at Grange Terrace.
NTA-C9-1813	the removal of this and some mature trees could negatively impact aesthetic and feeling within the Kingslea estate.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1815	Ballybrack woods is a beautiful amenity not only for the people of the area but also the wildlife. The proposed plans will destroy it	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1816	We have serious concerns over the proposal to construct an elevated highway over the Ballybrack Woods (Mangala) This recreation and amenity facility is 5 mins from our office and highly valued by our staff who use it daily, seeking green space and "time away" from the desk during working hours. It remains untouched by modern development and is a vital green lung in the heart of the increasingly developing suburb of Douglas.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1818	I do think the bridge above the Ballybrack Park is excessive and needs further consideration	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1824	The proposed Douglas East West Link Bridge over the Mangala will have enormous environmental and social impacts.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1824	There doesn't appear to be a cycle lane on Ballycurreen Road. There are many businesses along this road and it is heavily used, so it seems unfortunate not to include a cycle lane.	Ballycurreen Road is constrained in terms of the width available in certain locations.

References	Statement	CE response and recommendation
NTA-C9-1824	Well Road Cycle Route and quietway will improve pedestrian and cycling access to Douglas	Noted.
NTA-C9-1828	I am very upset to hear the impact of the proposed bus corridor to Ballybrack woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1853	While one can see the the ambition of connecting the roads, the ecological integrity of wooded ecosystem arising from the Ballybrack woods which provides benefits to those in surrounding areas will be diminished at an alarming level. While I fully support the development of the new 12 sustainable transport corridors in Cork City, I fear the implications of the proposed bridge through the Ballybrack Woods will cause a great level of damage for the local area with the possibility of demolishing a large part of a much-needed woodland in the area. The Ballybrack Woods offers locals in the densely populated southside of Cork City - stretching from Frankfield, Grange, Donnybrook, Douglas to Rochestown a place of natural recreation. Woodlands help purify our air and water, reduce flood risks and decontaminate soils in post-industrial areas. Like any other woods, Ballybrack Woods supports many different species of fungi, mosses and plants, as well as birds, and possibly other animals.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1865	The proposal to build a road through Ballybrack Wood is surely contrary to all environmentalists.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1870	It is an absolute disgrace to even propose such a thing especially in a world where we are trying to be more sustainable, protect wildlife and encourage people to get back to nature and get out into the outdoors. This is an area in Douglas that is used by many. It is one of the few places in Douglas that has a wood and open space for its residents. This is especially important to people living in a concrete jungle. The benefits of this woods is huge to the residents, it is good for peoples mental health, allow people to e exercise in a safe area, dogs to be exercised, children to enjoy nature, residents near by living in apartments to have an open space area. Building this bridge would result in the loss of a precious wooded area where many animals live and can be seen regularly such as foxes, hedgehogs and many different types of birds and insects. There is a lack of caring of the importance of ecology and biodiversity to a suburb such as Douglas. The upset this will cause to all living in the Douglas,Grange, Donnybrook and Frankfield area. There are no areas like this in these area and many, many people use Ballybrack woods as a result. Also the impact of such a bridge over this woods needs to be examined. The fumes from cars the affects they will have on the wildlife. Yes we need to progress but I think we also need to look after what is special and important to people and something in a very built up area that can allow people to be at one with nature.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1870	There is constant building in Douglas with the removal of green areas and you can see the effects this is having on wildlife. Foxes now often seen near Douglas village, what will happen when this wooded area is disturbed. We will not allow this to happen without a fight. It is one of the few areas left to the residents of Doyglas, Grange, Frankfield, Don brook and Rochestown. We need green areas and this area is used by so many with so much benefits to people and their pets.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1870	There has been little thought of the effect this will have on the residents and wildlife. There is a lack of caring for the importance of the ecology and biodiversity to a suburb such as Douglas and surrounding areas. The same sentiment could be applied to the clearing of trees along Douglad Road a d Grange Roads. The importance of trees is huge to people health a d well being. They should be protected.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1870	No consideration has been taking into account the loss of this area to residents, the affects to the wildlife. The proposed road area being taken over and no discussion with land owners. The loss of trees and the effects on the environment a d peoples health. This is a very special place used by young and old and a serious review needs to happen and with the residents.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1883	The demolition of the beautiful wall in front of our homes.	The proposals have been revised to reduce the impact on boundary walls.

References	Statement	CE response and recommendation
NTA-C9-1883	The visual impact to Seven Oaks is destroyed.	The proposals have been revised at the entrance to Seven Oaks to reduce the impact on the wall.
NTA-C9-1883	Stress and health issues incurred during this development and in the aftermath due to increased noise level , pollution and household security is compromised.	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 daily travel demand for journeys by private car will reduce. Post implementation it is anticipated that this will also improve health and well being.
NTA-C9-1883	Play area for young children being taken away.	The proposals have been revised to reduce the impact on green areas.
NTA-C9-1883	Devaluation of 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.
NTA-C9-1883	The demolition of the magnificent trees along the Grange/Frankfield Road and butchering of the natural habitat.	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-1883	The closer proximity of the roadway to our houses.	Noted.
NTA-C9-1883	The dangers i.e. "speeding of vehicles" that the widening of this road will bring.	The Grange Road is already wide in places. Allocating space for pedestrians, cyclists and public transport users reduces the dedicated space for private vehicles. Vehicular speed is primarily the responsibility of the motor vehicle driver.
NTA-C9-1883	The danger to school going children in the area. Pedestrian crossing planned at brow of hill makes it more difficult for cars to view before stopping.	It is important that the traffic signals for pedestrian crossings are visible to motorists to provide them with enough time to stop the vehicle. The location of pedestrian crossing facilities will be carefully considered as the proposals develop. Crossings should match where pedestrians will actually cross the road and ensure the traffic signals are sufficiently visible.
NTA-C9-1903	Church of the Incarnation.	The proposals have been revised in this location to reduce the ponteitla land acquisition.
NTA-C9-1913	The Ballybrack Valley (Mangala) Bicycle and walking track is a great success. Hundreds of people young and old use it daily. The area where the proposed bridge is to go is the gem of it all: an area surrounded by large trees on slopes either side, a stream with brown trout; Otters; 4 different types of bats; Red squirrels. Numerous types of birds also live in the area. All this in a busy bustling suburb of Cork City. People use it for cycling, exercise, running and as a walking route to Douglas Village and further to shop and socialise. If a bridge goes across, pollution from traffic will rain down on everyone who uses it. This consists of Hydrocarbons as well as tyre and brake dust which are proven to be a serious health problem to humans and wildlife. Extra lighting on the bridge itself will badly effect wildlife, and the Riparian route that it is will no longer exist. There has to be an alternative route around this plan and save this area from destruction.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1919	All properties on the well road will have major difficulty trying to exit & access their properties.	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1919	Proposed plan will have huge impact on the already busy & congested Well road.	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1919	All schools in the area will be extremely difficult to access.	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 daily travel demand for journeys by private car will reduce.
NTA-C9-1919	Will water systems be affected ?	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1919	Proposed plan will greatly increase air pollution.	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1919	Sign at douglas end of well road states that the road is unsuitable for heavy traffic.	Noted.
NTA-C9-1919	Long stone wall at upper end of well road is currently leaning out, will all the extra traffic make it unsafe.	Safety concerns associated with an existing stone boundary wall should be raised with the relevant property owner.

References	Statement	CE response and recommendation
NTA-C9-1943	<p>Please do not build a flyover bridge over Ballybrack Woods.</p> <p>This is a scarcely believable proposal. It hardly needs to be said that this will destroy the only surviving piece of woodland in Douglas village. The idea of enjoying nature while cars zip past overhead at high speed is just laughable. Please do not do this.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-1949	<p>The bridge should not proceed as it would significantly negatively impact on this special green and natural space in Douglas.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-1951	<p>-Construction of a bridge over the woods would ultimately destroy the natural wildlife and any green open communal area in Douglas. As you are aware, there is very little outdoor green space available in Douglas.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-1951	<p>I would like to officially lodge a complaint in response to the proposed decimation of the Mangala Woods, Removal of Trees in the Douglas area and to the overall general lack of transparency and governance into these proposed works.</p> <p>-Removal of trees along the Grange Road & Douglas Road is a potential disgrace, with impact upon natural wildlife, sound barriers to local residents for very little yield (to apparently speed up a Bus journey by approximately 5- 10 minutes. I find it ironic that the Green Party are pushing this agenda through.</p>	<p>The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)</p>
NTA-C9-1951	<p>-It is extremely insulting to hear that the people who "Designed" Cork's Bus Connects are not even based in Cork, had no idea of the number of schools, hospitals and the potential impact of their "Design" on all local stakeholders. This appears to be extremely unprofessional to say the least.</p> <p>-The apparent lack of transparency (publications, time & dates of meetings, lack of open & honest communication and engagement with stakeholders) and governance over the whole Bus Connects proposals process is extremely unprofessional, underhanded and frankly beggars belief that an Irish Authority believes it can conduct its business in such a manner without any repercussion.</p>	<p>Refer to Issue 11 Public Consultation Report (Jun 202 - Oct 2022).</p>
NTA-C9-1962	<p>The proposals include the construction of a bridge from the Carrigaline Road through Ballybrack Woods onto the Grange Road. This would be a complete destruction of a local recreation area which has been part of our local heritage dating back to the 1800s.</p> <p>This proposed monstrosity would destroy a beautiful walkway with its bio diverse natural beauty. This is an area which was a lifeline for many during COVID lockdown when restrictions were in place.</p> <p>It is an area where adults and children go on a daily basis. The actual idea that substituting a tranquil bio diverse area of natural beauty for a concrete jungle with high levels of vehicle emissions, noise pollution and a different type of undesirable wildlife is mind boggling.</p> <p>These plans also include the destruction of some people's property which can only be described as heart breaking. We live in a democracy and in my opinion the NTA just can't impact people's lives without their consent.</p> <p>Whoever is responsible for these proposals surely had a plan B. If not they should seriously consider a new career. I can only hope that these preposterous proposals will be reconsidered. Progress doesn't always have to mean so much change.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>

References	Statement	CE response and recommendation
NTA-C9-1966	<p>It will have huge environmental and social impacts and consequences. It will devastate the area.</p> <p>The Mangala and Ballybrack wooded area is a haven for wildlife. There is a complex and well developed eco system in both the woodland and the suburban rivulet. It is a well developed habitat for bats, birds, fish, otters hedgehogs, squirrels, foxes and insects to name just a few.</p> <p>The building and development of the bridge alone will devastate these communities and cause unknown damage to the wildlife, trees and plants along with unnecessary water pollution. I feel at a time when we are encouraged to get out in the open more frequently, the devastation of a green area cannot possibly be the solution.</p> <p>The Mangala is a route for walkers and cyclists who have chosen the environment over pollution by using this walk and cycleway over getting in their cars. This green area and walk is a route used to get to work, school and retail whilst also being a safe haven for all ages to enjoy. The environment will be destroyed and the wildlife will flee.</p> <p>On top of this it will have an enormous negative social impact. This area is a place that soothed peoples mental health long before the pandemic. It is a place for children and teenagers to enjoy and explore, thus discouraging the boredom that leads to antisocial behaviour. It is a place where elderly people can walk safely, especially now with the addition of lighting and cameras...all of which were huge monetary investments.</p> <p>Bridges also encourage antisocial behaviour. They are a place to gather to indulge in underage alcohol and the consumption and dealing of illegal substances. It will be an eyesore and a place that will become ghettoised in time.</p> <p>The development of this bridge will close off both the Mangala walk and the the Carriagline Road creating extreme traffic jams in an already busy area. Locals will be forced to get back in their cars once again to do work, school and retail runs. The emissions will be frightful.</p> <p>We also must remember the effort, love, money and care that has gone into the development of this area since 2014. This local amenity was developed, funded and nurtured by SECAD, Cork County Council, local people and businesses. The later two categories donated their personal money to help to make this amazing amenity what it is today. It is an area for scouts and orienteering clubs to name but a few and let us not forget the hours of work put in by the Douglas Tidy towns and local volunteers to keep it the immaculate space that it is.</p> <p>To build on this area will ruin not just the wildlife but the lives of people.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-1968	<p>The club is concerned that if a cycle route is introduced through Douglas Hall Lawn, it will also bring pedestrian activity and may bring with it some anti-social behaviour</p>	<p>The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-1968	<p>Secondly the introduction of a cycle lane through Douglas Hall Lawn would introduce an added risk at the entrance/exit gate of the club, for cars, cyclists and pedestrians alike.</p>	<p>The proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. Safety concerns associated with the provision of the cycle route will be considered as part of the design process.</p>
NTA-C9-1969	<p>Fingerpost roundabout in Douglas to Cork Airport. The proposal advocates the building of a bridge across 'The Mangala' joining the Carrigaline road to Donnybrook.</p> <p>The Mangala is an amenity space which has been developed recently to include footpaths that link the Carrigaline road to the Park in Douglas. It is a beautiful space with mature and ancient trees, rivers and streams, woodland trails and information on the large variety of plants.</p> <p>Not only is this a green oasis in an urban setting, it is an extremely important habitat for a wide range of fauna. For example; foxes, badgers, moles, voles and bats. There are trout in the deeper parts of the streams and amphibians like frogs and toads.</p> <p>The trail that follows from Donnybrook to Douglas is a quiet, safe and tranquil space hidden away for the urban environment for families and friends to enjoy.</p> <p>ALL this will be destroyed with the building of the bridge across the Mangala. The construction phase will have a catastrophic effect on wildlife from which the number of animal species will be decimated and may never recover. Once completed, the buses, trucks and cars will bring noise pollution and emissions from burning fuel which will flow from a height onto walkers below.</p> <p>This will destroy this beautiful environment permanently. I urge the planners to consider the irreparable damage that will be caused, the catastrophic harm to wildlife and to reject this proposal.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-1971	<p>I object to the destruction of historic walls and mature trees on the bus routes proposed on Ballybrack Woods</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>

References	Statement	CE response and recommendation
NTA-C9-1971	I object to the destruction of historic walls on the bus routes proposed on Well Road,	The proposals for Well Road including the quietway cycle route connecting Douglas Hall Lawn to Douglas Road via Riverbank will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1971	I object to the destruction of mature trees on the bus routes proposed on Well Road	The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1979	. The negative impact on the recreational and biodiversity value of Ballybrack Woods is such that the scheme should be reconsidered to remove or relocate the bridge.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1991	I express my objection to the overpass outlined for the Ballybrack Woods (“Mangla”) in the P.46 of the Kinsale Road to Douglas proposed bus corridor. If the bridge is built it will not only ruin the natural beauty and wildlife habitat but will also bring in antisocial and criminal behaviour under the bridge at night and make any walking unsafe. It was many a local family’s ability to walk in the Mangala and enjoy the experience during the Covid lock downs that helped many people’s mental wellbeing.....please preserve the Mangla and do not destroy it by building the bridge.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1992	I would like to submit some observations and objections with regards to the Bus Connects Cork proposal....specifically the Mangala area. It will have huge environmental and social impacts and consequences. It will devastate the area. The Mangala and Ballybrack wooded area is a haven for wildlife. To build on this area will ruin not just the wildlife but the lives of people.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-1992	I would like to submit some observations and objections with regards to the Bus Connects Cork proposal....specifically the Mangala area. It will have huge environmental and social impacts and consequences. It will devastate the area. The Mangala and Ballybrack wooded area is a haven for wildlife. To build on this area will ruin not just the wildlife but the lives of people.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2005	I am writing regarding the proposed bridge over the Mangala. The Mangala is home to a wide variety of wildlife and plants. It is a natural place which is an oasis in the heart of a suburb. In this time of sustainability and the environment, it is astounding that such a monstrosity is proposed to be built across it and that a large amount of trees will be felled to allow this development. The Council spent a large amount of money creating the cycle lane through the Mangala. This is now used by young and old alike. I use it every day and over time you begin to meet the same people and stop to pass the time of day. In a time when mental health is a difficulty for many people, I do not understand why you would consider destroying this amenity which can provide the peace and solitude people need when struggling with their mental health. I question whether the alternatives to the bridge over the Mangala were seriously considered. If the two roads need to be connected surely it would be better to use the already existing road further up Donnybrook Hill.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2007	I wish to strongly object to the part of ROUTE K which involves the creation of a multi lane bridge over and through the area known as the Mangala in Donnybrook, Cork.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2013	I vehemently object to the destruction of the Mangala in Douglas by the proposed bridge over it. The Mangala/Ballybrack Woods has been there for hundreds of years and is of huge importance to the people of Douglas and further afield. It is unique and literally a breath of fresh air due to the trees and flora and fauna that grow wildly there. A four lane bridge over it will create emissions that will pollute the air and the felling of 50% of the trees will have a hugely detrimental effect on the environment. The woods is a haven in the heart of a large suburb and going there is good for peoples physical and mental health to get away from it all. It’s also home to many protected species including bats, badgers and hedgehogs to name but a few. This is a step too far and I and all residents of Douglas won’t stand for it. I created a petition to save the Mangala with over 3000 signatures (link below) I’m not closing the petition until the proposal for the bridge has been withdrawn. https://my.uplift.ie/petitions/save-the-mangala	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2017	I am writing this to support this project, as I would like not to see it derailed by NIMBYs.	Noted.

References	Statement	CE response and recommendation
NTA-C9-2018	<p>Taking traffic up the Well Road for instance is going to create dangerous and non-sustainable conditions. Making things as difficult for cars, which this entire STC plan is aiming to do, is one thing but the consequences of the plan aren't being thought about.</p> <p>There are a number of schools on the Douglas road and environs and pushing all of the cars into small residential roads will cause dangerous conditions and massive tailbacks there.</p>	The proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, green, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-2024	<p>It is extremely important that this amenity is protected and under no circumstances the current plans for a link bridge across the Mangala go ahead.</p> <p>I urge that the NTA seek alternatives to the bridge over the Mangala linking Carrigaline Road and Donnybrook Hill, which would undoubtedly overshadow this marvellous amenity and which would be a serious mistake.</p>	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2033	I would like to express my strongest objection to the proposed construction of the bridge connecting Carrigaline Road to Grange Road and the subsequent destruction of Ballybrack Woods.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2037	<p>If the basis for the K corridor is the DLUTS, it is questionable whether the DLUTS aspect relating to the bridge across the Mangala fulfils the requirements of the EU Directive, DIRECTIVE 2014/52/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment) which was significantly amended after the DLUTS strategy was published. Given that the Directive was only brought into Irish law very recently* – it would not be surprising if questions of interpretation would arise if any judicial review were to be sought, and because it would relate to a question of EU law, it would likely involve a preliminary reference to the European Court of Justice.</p> <p>S.I. No. 296 of 2018 - EUROPEAN UNION (PLANNING AND DEVELOPMENT) (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2018 for the purpose of giving further effect to Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU</p> <p>The proposed bridge would destroy the Mangala, and would involve the destruction of a substantial number of trees, mostly mature trees, which would never be adequately replaced no matter how many young trees are planted – it would simply take at least twenty years before semi mature or mature trees could come close to resemble those in their current splendor. A peaceful walk would be disrupted by noise, which may well also be heard on the donnybrook terraces (though no reports have been supplied as part of this public consultation, so it is hard to judge without the scientific data.)</p>	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2043	<p>I do have one concern about the proposed bridge over the Mangala valley/Ballybrack woods. I don't think it's appropriate for BusConnects to be expanding road capacity for the private car, especially with a bridge over an environmentally sensitive area. I suggest that the private car lanes be removed from the proposals for the bridge, and in addition that the bridge be redesigned to minimise impact on the local environment, perhaps by taking a different route over the valley.</p> <p>Finally I would like to suggest that further restrictions on private cars may be possible on certain routes, either through one-way diversions for private cars or narrowing of lane widths.</p>	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2047	I don't see how removing all parking is going to help as no bus service no matter how good is going to cater for everyone accessing all those facilities. It will be a complete disaster for residents, school goers and other users of these amenities and of little benefit to bus users (because of the bottlenecks).	The proposals do not involve removing all car parking. Approximate 35 car parking spaces may be impacted as part of the current proposals.
NTA-C9-2047	<p>I also have serious concerns about the plan to destroy so many mature native trees.</p> <p>Trees are the lungs of the city and as it stands the trees we have in Cork city are being cut down at an alarming rate. Mature trees are valuable sequesterers of carbon and there is no comparison between a 40 or 60 year old tree and the new saplings that will be planted in their place.</p> <p>We need to preserve what mature trees we have in order to slow the rate of climate change.</p>	The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)
NTA-C9-2117	<p>As highlighted significantly, both in the press and in other submissions, the bus route through the Mangala is simply a non-starter.</p> <p>As a sustainability project, routing a road through some of Cork's sparse green space is unacceptable.</p>	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2154	A pedestrian crossing (zebra/toucan?) to be included at the junction with Clifton Grange (bus stops here, access to east bound cycle path, desire line access from housing estate to Supervalu/Aldi)	The potential to provide a pedestrian crossing will be reviewed at this location.

References	Statement	CE response and recommendation
NTA-C9-2154	.Along Carrigaline Rd (R609), a continuous 2-way cycle path should be provided on the northern/western side, in lieu of two one-way ones on either side. As the entirety of Carrigaline Rd between the Fingerpost roundabout and the proposed junction with the new Mangala Bridge is largely access free to the southern/eastern side, a 2-way cycle path should be the preferred option here.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS). The proposal for Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork
NTA-C9-2154	We understand that the Mangala bridge was not a genuine proposal of BusConnects, but inherited from CMATS . While beneficial for the bus network, we are opposed to it being a southern relief road for general motor traffic.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2154	We are questioning if along Carrigaline Rd (longer stretch of non-built-up area, no junctions) two continuous bus lanes are necessary.	The proposals for Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2154	Proposed new bridge across Mangala Valley (Grange Rd to Carrigaline Rd R609) is inconsistent with the new network.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2154	The cycle path along Frankfield Rd should be a 2-way path on the western side, to better tie into the 2-way paths on Kinsale Rd.	The proposals have been revised to align with Cork City Council's project - Active Travel Measures on Frankfield Road
NTA-C9-2154	At junction, arm across Ballycurreen (Airport) Rd should have Ped/Cycling crossing at more right angle to same road, which would reduce crossing length.	Noted
NTA-C9-2194	The proposed bridge over Mangala will increase traffic and air pollution in Grange/ Frankfield. This is currently a quite residential area and these changes will only bring traffic congestion and noise and air pollution to a quite residential area from as far away as Ringaskiddy.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2194	Secondary school children will not have a direct bus link to Douglas Community School, Christ King Secondary School, each of which had a bus stop directly outside the school on the 206 bus route.	This submission is related to the Bus Network redesign rather than the Sustainable Transport Corridors
NTA-C9-2194	The failure to connect the Frankfield/ Grange area to the Airport Business Park is a missed opportunity to actually reduce the congestion in Frankfield during rush hour, as much of the congestion in Frankfield during rush hour is from private cars driving to the Airport Business Park.	Airport Business Park will be connected to Frankfield/Grange Area by bus via Route 13 Airport to Kent and Route 6 Grange Rd as per the new network.
NTA-C9-2194	Pedestrians will have to cross cycle lanes in order to reach the bus stop and this poses a risk to the safety of both elderly and visually impaired people who rely on public transport. The plans do not state how the safety of vulnerable people will be ensured while crossing cycle lanes, passing silent bicycles, electric bikes and electric scooters.	Safety concerns associated with pedestrians crossing cycle lanes will be an considered and addressed as the proposals develop. In some places dedicated pedestrian crossing facilities will be provided.
NTA-C9-2207	I also wish to object to the proposal to put a flyover bridge on the Mangala path. It is a beautiful area where we regularly frequent and to propose a flyover bridge is simply a terrible idea. It will be ruined and again I can't really see the benefit. In this day and age we simply cannot be building roads/bridges, we must move away from this mentality and attempt to use what we have in place and modify somehow to affect the change.	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2225	First and foremost the complaints against the mangala are mostly quite valid in my opinion but I am not actually against a bridge because I can see the benefits of it relieving Douglas but I personally put it much further south see attached (Red Exsiting, Yellow preposal), this would benefit the new motorway(M28), cut less trees and connect the two hills -including broadale because of the M28 plans	The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).
NTA-C9-2225	I dont think the Carrigaline road dose not need to be widened (at the forest lands intersection) and I would route the cyclepath into the forest in my opinion	Noted the proposals have been revised so widening of the Carrigaline Road is no longer included in the proposals.

References	Statement	CE response and recommendation
NTA-C9-2233	<p>The proposed bridge over the Mangala Valley would have serious environmental, social and well-being consequences for residents from a very wide area, not just those in Donnybrook.</p> <p>The Mangala Valley is one of very few such amenities in the wider Douglas/Donnybrook/Frankfield/ Carrigaline Road area and is used and valued by many. I have lived in Donnybrook, very close to the Mangala, for 50 years and I see the proposed bridge as a truly retrograde step for the wider region. The upgrade done to the area in recent times has made a huge difference to the accessibility and use of the amenity, with people young and old enjoying the green space, beautiful trees, streams to a level not seen before the new paths and cycle routes were put in. To even think of spoiling this with a 20m wide bridge over it, with the noise of traffic spoiling the natural ambience of today, beggars belief.</p> <p>As things currently stand, the noise of traffic from the South Link at the far side of Douglas Village impacts on the quiet restful space of the Mangala and this would be exponentially greater with a bridge overhead.</p> <p>As mentioned, to even think of ruining this natural environment - felling trees, introducing noise of traffic/sirens etc, causing unknown effects on wildlife, impacting on the well-being of locals and those from further afield who come to enjoy a green haven in the midst of a sea of housing estates - seems to me a plan that should never have been proposed as part of this transport route. An alternative must be found to keep this treasured amenity as the green space it was only relatively recently upgraded to be.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-2251	<p>The submission requests that bus stops at the junction of Donnybrook Hill and Grange road will serve all routes in all directions and facilitate interchange between routes 6 and 3B of the Cork New Bus Network.</p>	<p>Noted. This submissions is associated with the Bus Network Redesign.</p>
NTA-C9-2251	<p>The submission states that there is a gap of 800 metres between Douglas Village and Ardmahon Estate (Map14) with no bus stops, and that an additional pair of stops should be provided to improve access to public transport. A location close to the pedestrian crossing on Well Road is suggested.</p>	<p>The proposals for Well Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the improvements for pedestrians and cyclists on Well Road remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-2251	<p>The submission queries if it is proposed that route 6 of the Cork New Bus Network would be rerouted along the proposed new link road between Donnybrook Hill and Carrigaline Road (Map 11).</p>	<p>This submission is related to the Bus Network redesign rather than the Sustainable Transport Corridors</p>
NTA-C9-2252	<p>Additionally, I am very upset to see the proposed involvement of Ballybrack woods and appalled at the effect it will have, from both an environmental and a community perspective.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-2262	<p>I am wholly opposed to the proposed bridge over Ballybrack Woods / the Mangala Park as it is an essential public amenity space for local residents and a safe haven for biodiversity</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-2262	<p>There are too many bus stops along the Grange Road with in general less than 250m between stops. Reducing the number of stops would increase the speed of the bus service</p>	<p>Noted</p>
NTA-C9-2262	<p>A roundabout at the junction of Frankfield Road and Ballycurreen Road should be considered as an alternative to a signalised junction.</p>	<p>The protected junction proposed is considered to provide higher levels of service for pedestrians, cyclists and public transport users than the roundabout proposed.</p>
NTA-C9-2262	<p>Map 6 - The stone walls located at either side of the road in this area are an essential part of the local landscape character and should be retained or replaced like for like where there is no reasonable alternative to demolition</p> <p>Map 7 Leaving the bus stops in their existing locations would likely avoid impacts on the existing stone walls which are an essential part of the local landscape character</p>	<p>The proposals have been revised to reduce the impact on boundary walls. Where walls are to be replaced it is intended this is undertaken on a like for like basis.</p>
NTA-C9-2262	<p>I welcome the addition of a cycle lanes in both directions along the Frankfield Road</p> <p>Map 5/6 I welcome the addition of a cycle lanes in both directions in this area, however in general shared bus and bike lanes are adequate for improving cycle safety</p>	<p>Noted</p>
NTA-C9-2262	<p>Map 1 & 2 The mature hedge rows, which are an essential habitat and part of the local landscape have not been fully represented on this drawing.</p> <p>Minimisation of the loss of hedgerows and/or their replacement only when absolutely necessary should be considered.</p>	<p>Noted. The proposals have been revised to reduce the impacts on Ballycurreen Road.</p>

References	Statement	CE response and recommendation
NTA-C9-2262	<p>There is a significant level change between the existing Frankfield Road and the land at either side close to Alderbrooke. Major excavations at either side would likely result in significant impact on the linear treelines / forestry beyond the proposed development boundary.</p> <p>These impacts need to be assessed both in terms of their direct impact on the trees but also the indirect impacts on soils, hydrology and hydrogeology that may indirectly affect the trees.</p> <p>Map 7/8 The semi mature street trees to the southwest of this map are an essential part of the local landscape character and should be retained or replaced like for like where there is no reasonable alternative to removal</p> <p>Maps 9 & 10 The tree lines to the north of the scheme in this location are likely to provide essential habitats in a very much urbanised area.</p> <p>Map 12 &13 I don't see the need to remove so many trees.</p>	<p>The proposals have been revised to reduce the impact on trees. Refer to Issue 3 in Public Consultation Report (Jun 2022- Oct 2022)</p>
NTA-C9-2262	<p>Map 7/9 A pedestrian crossing should be provided in the vicinity of the bus stops.</p>	<p>Noted. A pedestrian crossing has been included in the revised proposals</p>
NTA-C9-2265	<p>think the proposed plan will make the traffic around peak times worse and increase congestion on smaller roads for drop offs to schools etc.</p> <p>In non peak times the traffic isn't an issue, and this proposal restricts some easy city/douglas access.</p>	<p>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 daily travel demand for journeys by private car will reduce.</p>
NTA-C9-2278	<p>The proposed route would drive cars down roads perpendicular to the proposed route that cannot adequately manage any volume of two-way traffic e.g. Wallace Avenue and the Cross Douglas Road etc.</p>	<p>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 daily travel demand for journeys by private car will reduce.</p>
NTA-C9-2280	<p>If the bridge was implemented across the wood, I would lose 100 percent of my work with the local schools from September to June each year.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-2281	<p>We urge the most careful consideration of the need for this option having regard to the potentially significant impacts on the rich natural biodiversity and environment of this particular area</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-2283	<p>Only Natural Green space in Douglas and safe way to access Douglas Village,</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>
NTA-C9-2289	<p>I support this STC. Please implement the Kinsale Road to Douglas STC as planned.</p> <p>Due to the gradients proper cycle lanes are very important along this route.</p> <p>This route opens the airport business park and Frankfield/Donnybrook to cycling, a major centre of employment and a massive residential area.</p>	<p>Noted.</p>
NTA-C9-2290	<p>I cannot support the proposed bridge over the Ballybrack Woods/Mangala. Many contributors have already submitted their thoughts on this, so I will not repeat. I understand that the desire is to move traffic away from Douglas Village, but perhaps by investing even further on cycling/pedestrian safety and permeability (mentioned above) in addition to bus lanes, people may be more considerate of a modal shift. The alternative to the bridge here is probably to use Donnybrook hill and turning onto Church Road (or possibly have the bus lane go via the existing council yard, and car park at the rear of Westbrook gardens perhaps) An obvious issue is the height restriction where the Carrigline Road crosses over Church Road, so this beautiful cut stone bridge may need to be sacrificed rather than the sanctity of the Mangala if this STC is to proceed as far as the fingerpost.</p>	<p>The National Transport Authority can confirm that a proposed bridge over the Mangala Valley connecting Grange Road to Carrigaline Road will not be included in the revised proposals for the Kinsale Road to Douglas Sustainable Transport Corridor as part of BusConnects Cork. The delivery of the Southern Distributor Road connecting Rochestown /Douglas to Grange/ Frankfield and onwards to Sarsfield Rd remains a longer term objective of the Cork Metropolitan Area Transport Strategy (CMATS).</p>

Appendix B General Submissions and Responses

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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 a display inside each bus displaying the name of the next stop and the terminus User-friendly maps displaying the names of each bus stop need to be provided	This statement proposes measures to enhance the passenger experience. This consolation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-15	There should be shuttle buses covering areas outside of the towns. For example, the Bishopstown or Cork Airport route should include having shuttle buses based in areas such as Ballinhassig. These shuttle buses would create sustainable development by allowing people to get rid of their cars and use the shuttle buses instead, as there are no buses in the areas of Ballygarvan or Ballinhassig.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-18	Would like to cycle from Glanmire to MTU, and can do this in 45 minutes, but do not feel safe with the current infrastructure, and would likely not feel safe (and not cycle) unless cycle lanes were appropriately segregated.	The proposals involve the provision of cycling infrastructure on Sustainable Transport Corridors many of which align with a trip from Glanmire to MTU. Some of this trip is outside the scope of this project.
NTA-C9-18	Happy with current bus from Glanmire to City Centre for personal use. Work in MTU. Cannot see bus from Glanmire to MTU beating car (20 minutes when leave at appropriate time).	The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-21	Requests extension to public consultation deadline and criticises approach.	The deadline for submissions was extended.
NTA-C9-24	No bus service from Ballyvolane to CUH or Ballincollig. No bus service from Ballyvolane to Glanmire.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-25	A bus from ringaskiddy to ballincollig via ballygarvan -airport -forge hill-togher-wilton-CIT will benefit people coming for hospital appointments, students in CIT and a connection for travelling to airport, business parks, companies in ringaskiddy etc.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-27	Objects to routing proposed 2A bus service (replacing 214) along Church Hill road in Glanmire. Concerned with safety due to Church Hill roads alignment and gradients.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-42	When using sustainable transport, people inevitably are using their feet at the start/end of their journeys and therefore the pedestrian network needs to be well-connected, attractive, and comfortable. The following must be provided; frequent pedestrian crossings with drop kerbs, footpaths must be an appropriate width, footpaths should be attractive with smooth non-cracked surfaces, occasional planting, and places to rest	Along each route, improvements and enhancements will be made to footpaths, and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional landscaping, pavement treatments and outdoor amenities will be provided.

References	Statement	CE response and recommendation
NTA-C9-42	I commend the proposals in improving the sustainable transport network across Cork. It is a detriment to the city that most people still rely on private transport to access what is a fairly compact city and getting people out of their cars and happily using buses/cycles/their feet/etc would be huge improvement to the quality of the overall experience of the city, not to mention air pollution levels, general health and wellbeing and also on people's personal wallets (as long as public transport is priced correctly to be affordable and not prohibitive).	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-49	The proposed new routes are removing many of the mature trees in and around Cork City. Do you plan to replant the same number of trees with the construction of the new bus and cycle routes? And do you plan to replace these trees with smaller semi-mature trees rather than young saplings?	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as many mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-50	Many current bus routes on quieter roads have been removed. By encouraging passengers to take alternate routes which are typically busier than others, can you ensure they will not be delayed due to traffic and higher passenger volumes?	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-50	Passengers will have to either walk to our destination (which may not be manageable in certain situations) or walk to another bus stop and wait for a second bus to take us the rest of the way. Can you guarantee passengers will not be delayed due to increased walking distance to their destination or by connecting buses being delayed, as many are now?	The provision of bus priority infrastructure will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-55	busses leaving stops before the time advertised, the realtime indicators on the bus stops in the city - always wrong.	The provision of bus priority infrastructure will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-58	Can I please ask that effort is put into the reliance of the bus services before making any decisions on what the infrastructure changes should be.	The provision of bus priority infrastructure will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-59	from Cork to Little Island to the existing route 223 to increase the frequencies in the morning and evening when it is very busy(7-9 and 4-6).	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-71	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 Courtbrack Foxes Bridge once or twice a day. Due to the development of a number of housing estates, there are a few hundred people living here without alternative transport excluding the bus. Is bus going to continue and is it possible to upgrade this bus as part of the overall project?	This statement is related to the Bus Network Redesign. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.

References	Statement	CE response and recommendation
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.

References	Statement	CE response and recommendation
NTA-C9-229	Can the bus lanes and cycle lanes be merged? could the pedestrian and cycle lanes be combined? greatly reduce the CPO requirements	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-232	The bus connect scheme will be net massively beneficial the community, as a board topic item I am very much in favour.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-233	<p>It would be desirable if there was some kind of orbital bus to link the main facilities in the city centre together.</p> <p>For example the bus office, the railway station, CUH, Mercy Hospital, South infirmary/Victoria hospital, St Finbarr's hospital, St Finbarr's cemetery, UCC, College of commerce , CIT, the social welfare offices, Intreo centre, opera house, event centre? etc.</p> <p>What I am suggesting is that once people have made the journey on the bus into town they could then get on an orbital bus route</p>	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-234	<p>I understand that consultation and contact from authorities has been very poor and that local implications really are not being considered</p> <p>I believe route plans and levels of public consultation should be reviewed and augmented to ensure a fair outcome for all</p>	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. 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 cit	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
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.

References	Statement	CE response and recommendation
NTA-C9-247	<p>I found out about it on Facebook and no official even bothered to inform us first-hand</p> <p>I find it shocking that these plans are being discussed in the summertime when most people are on holiday</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-C9-248	<p>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</p> <p>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</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-C9-254	<p>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.</p>	<p>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.</p>
NTA-C9-259	<p>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.</p>	<p>Noted.</p>
NTA-C9-278	<p>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.</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-C9-278	<p>How can you justify the loss of over 200 trees on one road alone in this day and age?</p> <p>The removal of shelter belts and noise and air pollution barriers together with loss of carbon storage and aesthetics is totally unacceptable and is of enormous concern</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>

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NTA-C9-278	<p>No meaningful consultation has taken place despite the public information events at which your representatives could/would not answer the many questions raised. There is insufficient time provided to establish local groups and elect representatives before the public forums and the closing date for submissions on October 3rd.</p> <p>At this time of year many people are away and the schools are closed. That only leaves the month of September to organise.</p> <p>If you really are serious about Public Consultation you must do more to assist and facilitate public meetings to help form groups, elect representatives etc.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-278	<p>Please provide the following (or where they can be obtained):</p> <ul style="list-style-type: none"> *Constraints Study Report *Environmental Protection Statement *Traffic Survey *Projected Benefits *Study of Alternatives *Specific proposal to deal with the increased traffic via Belair and Wallaces Avenue and the increased volume at the junction of the Boreenmanna Road/South Link. 	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-280	<p>They just got a 53 page booklet of maps which was not at all individualised to them so they had to go through it to find their house and discovered the huge implications for their family.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-281	<p>They just got booklet of maps which was not individualised to them and discovered the huge implications for their family after reviewing it</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-284	<p>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.</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-C9-286	<p>Further consultation needs to be given to the residents that do not have access to the internet.</p> <p>Residents of the area have not been consulted or given proper information.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>

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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	Route 7 - this looks to be much improved to the existing 216 route, particularly increasing the frequency from every 60 minutes to every 30 minutes on a Sunday My only concern is more traffic will be diverted from Douglas Road to South Douglas Road, which may cause delays on this route. 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.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.

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NTA-C9-317	<p>Ballinlough bus route 215 is currently twice an hour & is never on time. What is Bus Eireann reasoning for only 2 buses an hour for a very busy route with some many residents & workings in the Mahon Point Area?</p> <p>New bus route for 215 is now going to be bus route 20. Improving the once an hour planned route needs to be at least twice an hour & on time & more then twice an hour during the peak times, at least 3 times an hour.</p> <p>New route 1, 1A, 1B on Boreenmanna Road is now going to improve greatly</p> <p>New Route for Crosshaven/Myrtleville/Fountainstown is now going to be 40, 40A & 40B. The local residents of Crosshaven/Myrtleville/Fountainstown would find this quite annoying in terms of changing the bus, reduced times of the new routes, tourists will not be bothered to visit Camden Fort & the beaches.</p> <p>Route 16 & 53 - Both from a tourist point of view & residents in the Blarney & Cloghroe both new timetables are quite shocking due to limited times & trying to get to & from work</p>	<p>The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/. The New Bus Network is a separate project to this scheme.</p>
NTA-C9-321	<p>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.</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-C9-324	<p>I would like to say that I am fully supportive of the development of a better functioning transport system.</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-C9-325	<p>Bus Connects should be investing in security on their bus and educating the younger generation on a sustainable future by using buses or cycling.</p>	<p>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.</p>
NTA-C9-327	<p>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</p>	<p>Blarney is outside the scope of this consultation which is focused on the infrastructure proposed for the Sustainable Transport Corridors.</p>
NTA-C9-328	<p>I largely support the current transport corridors. I think they will be an excellent foundation for a more sustainable city</p> <p>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</p> <p>I also welcome the addition of dedicated bike lanes</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-332	<p>I am glad to see that there are one-way cycle facilities that (from the policy's wording) should cover both directions, but I sincerely hope that where there are cycle lanes, they are always in both directions and do not suddenly start and stop. several traffic lights at junctions do not change if there is a car present. I don't know if it's a weighted or magnetic thing, but you can see square platforms under the tarmac at these crossings and they do not notice cyclists.</p>	<p>It is intended that cycling facilities are continuous and that traffic lights recognise and respond to the presence of cyclists at junctions</p>
NTA-C9-332	<p>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.</p> <p>Traffic lights do not notice cyclists - This is quite dangerous for cyclists when taking right hand turns in filter lanes</p>	<p>Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.</p>
NTA-C9-332	<p>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.</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-C9-333	<p>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.</p>	<p>Junction design will be developed as the project progresses.</p>
NTA-C9-338	<p>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</p>	<p>Noted</p>
NTA-C9-338	<p>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.</p>	<p>Noted</p>
NTA-C9-338	<p>Enforcement of traffic and parking regulations is also essential</p>	<p>Supporting measures to ensure compliance with the measures proposed are under consideration.</p>
NTA-C9-338	<p>Areas around schools should also be treated as "quiet" zones, where car traffic is restricted</p>	<p>School zones are being delivered through the Safe Routes to School Programme.</p>

References	Statement	CE response and recommendation
NTA-C9-338	I am fully in favour of the general thrust of the proposed BusConnects plan. Car use needs to be disincentivised	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-342	All cycle lanes in the city to be painted the SAME colour and should NEVER be the same colour as the road beside it. If a cycle lane is beside a footpath it should NOT be the same colour as the footpath. here also needs to be cycle stencils all the way so that people know its a cycle lane. Barriers are needed on Airport Hill just like in Amsterdam between road and cycle lanes and the lanes need to be painted a different colour than the road. Example there is a pothole on Washington Street cycle lane that you need to swerve to the right onto bus traffic . There needs to be a DEDICATED cycle hotspot on the Council website to allow us to report these issues across the city.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-343	I support more bus lanes - even if that means less space for cars. There is no other way to deal with climate change. every bus or cycle trip means less money is spent importing fuel from abroad; this money can then be spent in the local economy please don't forget about the people in rural areas	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
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/cpo/ .
NTA-C9-351	I also feel it would be so disruptive & unsafe to live there with small children while a clearly structural wall is knocked & re built.	Works involving structural walls will need to be carefully planned to minimise disturbance to residents.
NTA-C9-352	A North Orbital bus route should link Ballingcollig to Glanmire via Apple (Hollyhill) and Blackpool. This bus route should operate 7 days a week, start early in the morning (before 8:00), and finish around 23:30. There should be an Airport Shuttle: City Centre to Airport Express (no stops at Airport Business park). The frequency should be every 10 min. And the opening time should match the Airport. A new bus ticket type should be introduced: the ticket should be valid for 60 (or 90) minutes on all bus lines within the city boundaries.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-355	I am writing in support of the BusConnects Cork Sustainable Transport Corridor plans. I believe any improvements that can get the public out of the car and move towards public transport and walking / cycling safely is essential to the medium-term and longer-term future for Cork City.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-359	Could consideration be given to providing a cycling corridor through the Jack Lynch tunnel? It would enable an easy route by bicycle from Blackrock to Little Island/Carrigtwohill etc.	This statement is related to the Jack Lynch Tunnel. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-359	In order to encourage more people to use buses they have to be frequent and run from early morning to quite late at night. Consideration should be given to allowing bicycles to be taken on buses More frequent bus stops are needed also,	The provision of bus priority infrastructure will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.

References	Statement	CE response and recommendation
NTA-C9-359	Also in other countries where cycling and walking are better facilitated, there are a lot of pedestrian and cycle crossings and they have greater access in terms of green lights to cross. I have cycled a lot in other countries and cycle lanes follow pedestrian access, i.e., when pedestrians have the green light to cross, cyclists can also cross in the adjacent but separate cycle lane. If cycling is to be encouraged, then more cycle stands for parking are needed.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-359	If there were greater penalties for speeding cars, people may feel safer cycling on our city roads.	This statement suggests increasing the penalty for speeding. This consultation is focused on the Sustainable Transport Corridors
NTA-C9-359	Also in other countries where cycling and walking are better facilitated, there are a lot of pedestrian and cycle crossings and they have greater access in terms of green lights to cross. I have cycled a lot in other countries and cycle lanes follow pedestrian access, i.e., when pedestrians have the green light to cross, cyclists can also cross in the adjacent but separate cycle lane.	Road crossings will be implemented in accordance with the relevant guidance.
NTA-C9-359	The current situation where cars can cut through cycle lanes is very dangerous.	Cycling facilities will be provided in accordance with the relevant guidelines which provide priority to cyclist over vehicles turning across the cycle lane.
NTA-C9-360	I have noticed that the Kinsale Road Roundabout Green area in Cork is being sprayed with weedkiller and the grass is being routinely mowed. With the drastic decline in biodiversity the NRA should be encouraging more wildlife friendly practices such as leaving green areas to grow with only annual cutting and to stop using chemical weedkiller.	The use of weedkiller is an operational issue best directed to the Local Authority
NTA-C9-361	I hope that the changes that are coming around with bus connect will improve the reliability of bus routes. The 207 is timetabled to arrive every 30 minutes today. This will be reduced when the new number 10 and number 2 routes come into effect. I propose increasing the frequency of the number 10 to every 15 or 20 minutes similar to the new number 7 Mount Oval route	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-361	Overall I'm very supportive of the proposed changes especially the improvements to cycle infrastructure	The NTA welcome this positive feedback and support for the scheme.
NTA-C9-362	These could also be extended to connect Blarney and Glanmire with the city. A large swathe of Blackrock-Ballintemple without an STC could also benefit from such a connection. Others can be further extended to connect more people, such as extending Corridor I further into Rochestown. These will also enable modal shift from the private car toward usage of more sustainable modes	The Sustainable Transport Corridors are the busiest routes into and out of the City. Buses will continue to travel on other routes.
NTA-C9-362	These positive investments in sustainable transport corridors will go a long way to meeting Ireland's climate targets, reducing CO2 emissions in Ireland's second most polluting sector.	This supportive feedback is welcomed.
NTA-C9-362	Unfortunately, the proposed junctions create unnecessary clashpoints between pedestrians and cyclists, something we feel will cause avoidable injury, and lead to conflict between two sustainable modes of transportation. Instead, a Dutch-style mode of junction could be pursued, such as outlined in the below diagram Switching to this style of junction, especially at areas such as the Old Fort Road/Main Street Ballincollig intersection and the Curraheen/Melbourn Road intersection (to name but a few), would improve ease of cycling and reduce pedestrian fear, all while requiring no notable increases in costs or design efforts.	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.

References	Statement	CE response and recommendation
NTA-C9-363	Apart from local flyers being produced & dropped in our letterbox we would not be aware of these proposals at all. Why did the NTA not contact all residents in the area to make this move known?	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-365	I have noticed that there is no direct route from the hospital, through Togher and onto the city centre. This will cause trouble for the people of Togher as there is no form of public transport and a lot of people especially elderly and disabled people use the bus regularly.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-368	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.

References	Statement	CE response and recommendation
NTA-C9-375	In my opinion it's wrong to impose a compulsory purchase order on residents, to remove their boundary walls will in some cases make it impossible to park their cars in front of their homes w	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-377	The plan is welcome. We must get the car out of our cities, towns and villages where space left for pedestrians is often minuscule. Space is completely prioritised for the car and the majority of the cars have a single occupant	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-378	traffic signals are widely ignored by motor traffic in Cork, unless there are automatic cameras and automatic fines enforcing the bus gate/bus lanes, the system will not function because the bus will be caught in traffic as usual. Likewise, illegal parking along all routes: in bus lanes/on pavements and on cycle lanes will obstruct the passage of buses, cyclists and pedestrians as at present unless a system of camera surveillance or systematic patrols with automatic fines and a towaway system is in operation.	Supporting measures to ensure compliance with the measures proposed will be required.
NTA-C9-378	The Dublin version puts cyclists at risk from turning motor vehicles, and increases the straight line distance that pedestrians have to walk to cross the road when the lights change.	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-378	As we are committed as a nation to reduce transport carbon emissions by 50%, we have to make major changes to transport, and Bus Connects is a necessary part of this for Ireland. I support Bus Connects in Cork	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-383	208A frequency would make a huge difference to the commuters of Waterfall. Would encourage more people to get the bus to UCC/CIT,work and into the city for social activities. For people living in Waterfall it would be an idea to add a special reduced fare on the Crossbarry Bandon bus that already passes through Waterfall Ó Sheas. Adding a stop at Ballymah pitch/Heather filed and OSheas would be immense for the people in the area	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-383	I still don't see links in areas that are not connected. For example Curraheen cycleway to Ballincollig/safe cycle to Bishopstown.? Waterfall /Ballymah to Bishopstown? These would greatly connect people on an active transport for people who are not connected. Who then could avail of services.	The Sustainable Transport Corridors are the busiest routes into and out of the City. Buses will continue to travel on other routes.
NTA-C9-383	For the 208 to actively encourage users on the Waterfall area to use the bus I would suggest allowing a parking scheme with the The "farm area" or the Greyhound track may be something to consider.	Noted
NTA-C9-387	At least approach the residents & tell them not many are online & can see this on social media, it is a mature residential area but if research was done ye would know that.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.

References	Statement	CE response and recommendation
NTA-C9-388	<p>I can get fairly easily and directly to CUH hospital (214, not possible under the new plan), Wilton shopping centre (again not possible), the dentist (a direct 219 to [personal information redacted] during the week), the train station (again the 214 which will no longer cross the city) and Mahon shopping centre (direct with the 219).</p> <p>The new plan fails to take into consideration the needs and priorities of women, children and elderly people, who are more likely to use (and need) routes around the outskirts of cities</p>	<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-C9-394	<p>The report describes itself as the "emerging preferred route"? Who has endorsed this as an emerging preferred route?</p> <p>What other options have been considered (one way system including Blackrock Road, Boreenmanna Road, and Ballinlough Road?) if this is the emerging preferred route?</p> <p>Why were those options not shared with the local communities as they were assessed and discounted? Why were communities not asked for ideas?</p> <p>A budget of €600m is mentioned? What is the basis of this budget and its composition?</p> <p>6.3 How will submissions be assessed and reflected in the final decisions on this proposed scheme? What rights of appeal will communities have?</p> <p>6.4 How will local communities be involved in the detailed design and its decision process?</p>	<p>The options considered are outlined in the options report which are available from the BusConnects Cork website. All the submissions received by the NTA were reviewed and the issues raised were categorised, summarised, and analysed. A public consultation report on each corridor has been prepared which outlines the proposed response. This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-395	<p>I am disgusted that such a huge amount of public money is proposed to be spent on such a scheme when there are many other important national and local needs going unmet.</p>	<p>The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-398	<p>It is important to have local input and it is regrettable that the consultants tasked with formulating the plan did not involve locals at an earlier stage where we could have advised on realistic options.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-409	<p>What about all the elderly living along these roads who need easy access to their houses</p>	<p>Access to peoples houses will continue to be available. The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p>
NTA-C9-409	<p>no need for the cycle lanes that are all of a few metres then merge again with the road making it so dangerous</p>	<p>It is intended that cycling facilities are continuous.</p>
NTA-C9-409	<p>What about all the elderly living along these roads who need easy access to their houses be it with cars parking outside</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>

References	Statement	CE response and recommendation
NTA-C9-409	leave the trees alone	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-409	leave the people's gardens	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-409	no need for the cycle lanes that are all of a few metres then merge again with the road making it so dangerous	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-414	We are in favour of improved cycle infrastructure in general. This would be particularly beneficial for the 100's of students that go to the city each day for school and college	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-417	the amount of public money that is proposed to be spent here could be put to far better use	Noted
NTA-C9-420	I don't understand why the Realtime app is accurate. I have waited 50mins for the 220 bus, when I thought that it would arrive in 5mins. Surely a proper link to a bus's GPS is not that difficult to achieve?	The provision of bus priority infrastructure will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-421	I think it's a great idea!	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-422	There has been absolutely zero outreach to the communities affected	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-422	the fact that the bike lanes as they stand are totally ineffective and extremely dangerous for cyclists.	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-423	The old stone walls, which are an intrinsic part of the neighbourhood character and heritage are in bad repair. Historic railings are dilapidated and should be restored, not shored up with some galvanised fencing	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.</p> <p>The potential heritage impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p>

References	Statement	CE response and recommendation
NTA-C9-423	Trees need to be maintained and at the very least leaves swept up in the city	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-431	Do not consent to this preposterous plan that thinks you can take away my garden!	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-433	there is nowhere to park in the city anymore besides high priced car parks. if you take these spaces WHERE WILL THE RESIDENTS PARK?????? where will they park there car safety at night will they have to walk a distance to there house at night when the city is so unsafe at the moment.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-433	large footpaths have taken over bridge street unnecessarily	This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-434	I feel the removal of further on street parking from in and around the city centre to be a major drawback of this plan. There has already been extensive removal of on street parking (350+) in recent years and further removal of spaces will make it more difficult for those of us who commute to reach our place of work. Improvement of cycle infrastructure at the expense of on street parking ignored the needs of those who are not serviced by a workable public transport and is a glaring deficiency in the plan. I find the removal of those spaces within walking distance to be unnecessary and impractical and will damage local businesses.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-436	The proposed removal of parking for residents along ballyhooly road and summer hill is outrageous.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-443	The proposal will ruin all parts of the city and destroy peoples home in the process as other contributors have already put forward the road infrastructure that is in place and with the insight of the people of cork and plans already put forward but cork city council.	Noted
NTA-C9-443	Unecessary expense I strongly oppose the plan.	The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-475	Having a 'public' forum for Routes A, B & C that is 90 minutes long is also preventing a proper conversation happening which is clearly needed. The NTA had dropped in leaflets containing high level generic details on the 'benefits' of bus connects without laying out the details of what impact this scheme would have on each area. Perhaps engagement with the above-mentioned stakeholders to find a solution that suits all would be best as well as better communication to the communities that this will impact.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.

References	Statement	CE response and recommendation
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 yee are doing to our roads taking away our parking space	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-499	Please include covered bus shelters in at least half of the proposed bus stops.	The design of bus shelters will be developed as the project progresses.
NTA-C9-499	More Park and Ride facilities should be opened across the parameter of the city. It is an unavoidable fact that many commuters travel from satellite towns and rural areas where public transport is not practical. These facilities should be opened on each of the N roads that enter the city.	New Park and Ride sites in key locations form part of the BusConnects Cork project. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.

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

References	Statement	CE response and recommendation
NTA-C9-515	<p>4 lanes of traffic makes cycling far more dangerous, more noisy, less healthy. In addition, the debris thrown by the traffic often makes the cycle lane unusable. This is combined with the absence of parked cars.</p> <p>The results in an open, wide carriageway , thus allowing vehicles to increase their speed, especially at off peak times.</p> <p>Any proposals for "segregation" are irrelevant, since the bollards or cones, used to provide the protection are easily destroyed by a single vehicle accident and the replacement lead time can be long. The absence of bollards just makes the cycle lane, a parking lane, or an undertaking lane.</p> <p>It can also give vehicles the option to park on the footpath, endangering pedestrians. This is often the experience in practice, even if its not the intention. Wide 4 lane carriageways make it more enticing for people to use their car. They can travel at higher speeds during off peak periods which in turn repels pedestrians and cyclists and especially children The Skehard road in Mahon is a great example of how an area can be destroyed by well meaning schemes such as bus connects.</p>	<p>Based on the submissions made during the public consultation process and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p> <p>The potential noise impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. . These impacts will be considered by An Bord Pleanála in their assessment of the scheme. The project involves measures which will have positive air and noise impacts including transitioning to a zero-emission bus fleet and resurfacing of the road surface.</p>
NTA-C9-520	<p>I have observed the Bus/Cycle plan for Cork City with absolute incredulity. As one who has lived in the City for 54 years, I beg you to stop this madness, it is completely unnecessary and will pit the local population against the Authorities. I doubt if any of the road designers live nearby or in the City. Just look around the Centre of Cork, parts of the commercial area are derelict and this dereliction is spreading.</p> <p>There is no convenient parking in the City Centre and there are no toilets, but here we are with a proposal to spend millions in order to ferry people faster into this mess.</p>	<p>BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-521	<p>I oppose the planned changes to Ballyhooly Road and see no possible reason for them.</p> <p>I will be campaigning with my neighbours against the proposed works.</p> <p>The lack of communication on this and lack of support from local TDS is very disappointing</p>	<p>BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-528	<p>The complete loss of street parking will have a significantly negative impact on club activities, players, members and parents.</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-532	<p>To whom it may concern, I strongly oppose the proposed removal of residential parking on Evergreen road in Turners Cross.</p> <p>As a local resident I am very dissatisfied to hear that there is a proposal to remove residential parking with no solution as to where residents are going to park in the future.</p> <p>This will lead to congestion on other local roads and will cause a lot of distress for local residents.</p> <p>Locals residents strongly oppose this proposal to remove parking and will do all they can in their power to stop these plans going forward</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-532	<p>Also and more importantly removing residential parking will lower the value of our homes on the housing market, which is completely unfair and wrong.</p>	<p>BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. In doing so the properties close to the Sustainable Transport Corridors will benefit from improved accessibility and connectivity to the range of services and facilities located within the catchment of the routes.</p>
NTA-C9-538	<p>Making this submission in relation to the impact of these proposals to the Cork Constitution facilities.</p> <p>Specifically the proposals will install two 3 meter wide bus lanes and two 1.8 meter cycle lanes on the full length of the road outside Cork Constitution.</p> <p>This will completely remove all parking facilities outside Cork Constitution.</p> <p>The complete loss of street parking will have a significantly negative impact on club activities, players, members and parents.</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-550	<p>Residents of evergreen road need parking which is already limited and a new apartment complex has just finished without parking.</p> <p>You would be devaluing residents property with the reduction in parking which is already at a premium.</p>	<p>BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. In doing so the properties close to the Sustainable Transport Corridors will benefit from improved accessibility and connectivity to the range of services and facilities located within the catchment of the routes.</p>

References	Statement	CE response and recommendation
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.	<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-C9-560	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.	<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-C9-560	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.

References	Statement	CE response and recommendation
NTA-C9-576	I would like to register my displeasure at the destruction of mature trees in all the bus connects areas.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-610	<p>We request that the strategy recognise the unique nature of an airports transport demands.</p> <p>Including the provision of very high frequency/capacity direct bus services to the terminals, with appropriate facilities for luggage, the need for out of hours services both late at night, and in the early morning, and the need for local direct bus services for staff.</p> <p>We welcome the proposed investment in the radial and orbital bus connects corridors</p>	<p>The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/. The New Bus Network is a separate project to this scheme.</p>
NTA-C9-610	Dublin Airport welcomes the proposed bus network scheme to the Cork area focused on sustainable modes of travel.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-613	Bus Gates should operate at peak hours where possible.	This suggestion has been included in certain locations within the revised proposals.
NTA-C9-613	Consideration should be given to cyclists accessing cycle lanes from minor roads.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-613	The emphasis of the STC's on the North Side of Cork that "All roads lead to Apple" is causing people to feel that no one is thinking about the citizens of the area. Every effort should be made to allay fears and create a positive outcome for everyone that lives on the North Side.	The STCs are proposed on the busiest route into and out of the City. Buses will continue to travel on other routes. A further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-613	All the trees removed should be replaced with a greater number, to reflect the carbon value of the tree. It is important that the area is kept 'green' to improve air and visual quality.	<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-C9-614	I am opposed to this plan due to the environmental & biodiversity impact on the area.	<p>The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-625	I'm aware that the bus and cycle is good for the environment but it's not practical. What happens when you have a baby - try and carry all baby requirements on a bus and juggle shopping etc., Add the rain to this and you can see it's not practical.	BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-634	I don't believe you need to upgrade the road to address flaws in the bus system (eg buses not showing up).	Noted

References	Statement	CE response and recommendation
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.

References	Statement	CE response and recommendation
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 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-C9-677	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.

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

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NTA-C9-711	I feel this plan has been poorly researched and would appeal to the NTA to engage with the local communities before presenting proposals to change how we live forever.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-730	While the Cycle network is very much to be welcomed I would have serious concerns about the design of segregated junctions designs to date in Dublin.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-730	I would not feel safe cycling through these junctions with my children or anybody new to cycling in the city. Best and safest practice internationally is the traditional Dutch style	Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.
NTA-C9-730	The Cycle Network is very much welcome and it is positive to see the emerging routes show a connected and coherent network.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-733	The appears to be no parking provisions for handicapped vehicles.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. The allocation of parking spaces is a detail that will be developed later in the project.
NTA-C9-733	It appears that Traffic Proposals were not circulated via Social Media	The proposals are available for the BusConnects Cork website.
NTA-C9-736	i don't see any mention of increased bus from Coachford, Cloghduv etc	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-739	there should be at least one stop in central/western Cork for people living in the Carrigaline area. So many people living there are going to MTU, UCC, MUH, CUH etc When ~90% of survey respond it is worse for them, please take this in consideration and do not pride yourself that ~10% think it is better	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-745	The proposed west-bound bus stop is to be located on the main carriageway directly opposite the busy exit from Roadstone's Classis Location. This a very busy exit for heavy fully laden trucks. The safe exit of these trucks needs more consideration	As the project progresses the specific location of bus stops will be developed.
NTA-C9-757	Traffic should be reduced and cycling infrastructure will not need to be built.	Best practice indicates cycle lanes are required on these routes.
NTA-C9-757	Object to current plans if trees are not to be properly replaced.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees. However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C9-757	Roads should not be built for large buses which are unreliable, rather van-sized shuttle buses should be in operation and fit in existing infrastructure.	By removing buses from traffic congestion, the punctuality and reliability of the bus system will be improved. The arrival time of buses will be more consistent and dependable.
NTA-C9-763	It is difficult to envisage an increase in use of bicycles as a transport mode as cycling in Cork is a challenge with hills, windy days and nights, lots of rain and major concern about security and parking without vandalism. Cycle lanes should not be immediately parallel to car lanes and effort and resources are required to come up with alternative routes in Cork.	Ebikes are increasing in popularity and greatly assist the challenge posed by Corks topography.

References	Statement	CE response and recommendation
NTA-C9-763	A lengthy period of 5 years at least should be allowed to introduce more park and ride facilities and resources redirected into opening these on each of the national roads that enter the city. A period of time, not shorter than 12 months after their introduction, should be allowed to assess the impact and test the increased usage of bus numbers ,road traffic reductions, air quality and decarbonisation.	The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-763	Potential land acquisition from gardens should not be necessary	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-769	Green Spaces for Health advocate for the retention of as many trees as is possible on the proposed routes. Mature trees are not replaceable; they add character, enjoyment, shade, shelter and health benefits for pedestrians, cyclists, residents. Importantly they support ecosystems that require urgent protection.	<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-C9-769	Where trees are being planted along the proposed bus connect routes Green Spaces for Health request they are native trees in the main. We encourage the insertion of strata cell technology to support trees	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-769	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	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.

References	Statement	CE response and recommendation
NTA-C9-778	it appears a general standard proposal has been put forward for each corridor, without any benefit / effort analysis or live surveys of traffic flows being completed. With the astronomical costs involved, it is vital that the benefit of each corridor is transparent.	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-789	Many members of the public cannot avail of upstairs seating. Getting up and down the stairs in time presents hazards even to the most able bodied people.	This statement relates to the allocation of seating within the bus vehicle. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.
NTA-C9-789	The current plan to continue to use heavy polluting diesel double decker buses will reduce the air quality in Cork along with damaging the roads and emitting noise pollution	The BusConnects project involves transitioning to a new zero emissions bus fleet
NTA-C9-789	The plan to introduce diesel double decker buses has taken no consideration of the quality of life of Cork citizens as they will have to live with large, polluting, noisy and not visually appealing buses.	The BusConnects project involves transitioning to a new zero emissions bus fleet
NTA-C9-791	The route will take car parking spaces from outside businesses. Older clients and those who cannot walk far will be deterred from coming to local business	Where there is a loss of parking spaces and it is appropriate to provide replacement spaces, we will seek to provide, where feasible, alternative parking close by for residents and businesses
NTA-C9-791	The proposed route should not take car parking spaces	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-796	Create orbital routes around the city using the existing bus fleet on outer rings. Implement a new fleet of people carriers/minibuses that will run a shuttle service from the orbital routes to the city centre. Intall electrical charge points for vehicles throughout entire city area.	This statement is related to the Bus Network Redesign. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-796	The proposal will destroy the character of the city with areas such as the Fingerpost being removed and limestone walls	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to consider has the impacts on heritage can be reduced.</p> <p>The potential heritage impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-796	Proposal will have a huge environmental impact given the environmental footprint of building works	<p>The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-796	The proposal for land acquisition will be an enormous cost	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>

References	Statement	CE response and recommendation
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, distractable kids requires close parental proximity. The current bike lane design is way too narrow and instead should be redrawn to prioritise and ensure safe cycling. The provision of a narrow, single bike lane next to four lanes of motorised transport is not attractive to families wishing to move to cycling over other forms of transport. The intersections on the Bus Connect plan for area J, prioritise cars and buses, not bikes. For example look at the proposal for bike connection at Skehard road onto Well road which requires bikes to travel across four lanes; utterly unsuitable for cyclists. Please engage properly with experts here as the cycling plan needs a considerable overhaul.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-824	The proposal to widen the road, removing path spaces, mature trees etc, will have drastic impact on the liveability of the communities with the increase in cars and buses are passing through. I think this vision is myopic and still over-prioritises car-culture. We need a more ambitious plan, one that removes private cars from the city centre and instead prioritises buses and bikes. But as we await this culture change, the irreparable damage to communities will be done	Between June 30th 2022 and October 3rd 2022, the National Transport Authority undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total. All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-824	Resident of one fo the areas proposed for development under the scheme and am fully supportive of an enhanced transport system. I cycle to work while my husband walks or takes the bus. Regularly use public transport both for convenience and conscious of environmental impact of excessive car usage. Fully support a better bike infrastructure. The city could benefit from everyone feeling bike travel is a safe and pleasant alternative.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-826	I am writing my overall support for the upcoming Bus Connects project for the Mahon to City Centre route. I am a resident living on [personal information redacted], with many others in my household who travel everyday by foot, bike and public transport.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

References	Statement	CE response and recommendation
NTA-C9-829	<p>Build car parks (attractive ones, with roof-top farms and water features) in various locations for car owners to have their cars, put in place a top-notch, better-than-best practice bus service, with more stops, hitting every stop every 5 minutes (10 minutes MAX), and allow car owners to have their cars at their dwelling only if they have a special licence to do so - e.g. if you are a carer, or a holder of a blue sticker or other (details to be worked out).</p> <p>Everyone gets a bike allowance - grants to be given for pedal bikes, ebikes, messenger bikes, everything on 2/3 wheels is covered. Have bike lanes that can take two bikes side by side so that faster cyclists can pass out easily. And have them continuous and protected.</p> <p>footpaths are widened, benches put in and a LOT more trees planted (the current plans show far (!) more red trees than green ones), with flower beds, green patches, space basically, then this would be a lovely streetscape</p>	<p>This statement is related to building car parks and providing an allowance for ebikes. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.</p>
NTA-C9-846	<p>Heavy traffic will be diverted from other areas through residential areas. The bottle neck at the end of Boreenmanna/South link will also not be resolved</p>	<p>The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.</p>
NTA-C9-846	<p>Object to street parking being lost in vast amounts. People still rely on their cars and will always need some street parking for visitors, kids being dropped off, delivery drivers etc</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-846	<p>Trees being cut down and environmental impact</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-C9-846	<p>Schools in the area will be affected and the safety of children</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-C9-854	<p>Objection as the communication to the public regarding the BusConnects Programme and resulting public consultation appears disingenuous. Public should be allowed to propose alternatives that are sensitive to the demography, topography, environmental heritage and social fabric of our community, in a considered and genuine manner.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>

References	Statement	CE response and recommendation
NTA-C9-856	<p>Can I suggest the following:</p> <ol style="list-style-type: none"> 1. Better engagement & communication with the Boreenmanna Road community 2. Fix the Traffic congestion onto the South Link road from Boreenmanna Road first 3. Introduce Park & Ride immediately 4. Introduce One Bus Lane once points 1 to 3 are complete 5. One cycle lane (two way system) 	<p>1. This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p> <p>2. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p> <p>3. Provision of Park and Ride is part of the BusConnects proposals. The Park and Ride project will require the infrastructure proposed in the Sustainable Transport Corridors project to punctuality and reliability of the bus system.</p> <p>4. It is not clear if this statement to provide one bus lane relates to Boreenmanna Road. The revised proposals include a single bus lane on Boreenmanna Road.</p> <p>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.</p>
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 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> <ol style="list-style-type: none"> a) Has an Environmental Impact Assessment been carried out for the proposed development and who carried it out b) Is there an independent Environmental Impact Assessment Report available and has it been published c) Has the current traffic profile on the road been properly measured and analysed, is there a report /recommendation available for public view d) Environmental sabotage on this scale (destruction of hundreds of mature trees in a city sadly lacking green spaces) with no hope of replacing them leaves a huge carbon footprint deficit in a city with a huge air quality issue regularly breaching European guidelines. 	<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>

References	Statement	CE response and recommendation
NTA-C9-904	The preservation of trees, natural flora and fauna will assist on all fronts along with developments like the Willows residential complex that is its own established ecosystem of nature.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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	In one strip alone, 27 ancient beech trees will be removed and lesser trees and hedgerows will be removed at other sections. Plans to plant trees at a convenient point on the road is not an adequate response to this disruption to habitat and biodiversity.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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	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>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. 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>

References	Statement	CE response and recommendation
NTA-C9-950	<p>Submission on behalf of NDA re. next stages of BusConnects Cork Consultation Process</p> <p>NDA is heartened to see that BusConnects Cork is seeking a feedback from a diverse range of stakeholders regardless of age, race, gender, ability or disability through the creation of Community Forums for each of the corridors. The NDA welcomes the inclusion of the requirement of two representatives from disability and special interest groups as part of the membership of these forums. However, we want to stress that inclusion of persons with disabilities in consultation is vital, not only to the success of the project and to ensure inclusion and accessibility for all, but also as a responsibility under the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD). Article 4(3) explicitly encourages meaningful engagement with persons with disabilities and obliges States Parties to ‘closely consult with and actively involve’ persons with disabilities in relation to the development and implementation of legislation and policies concerning issues relating to disability. There is specific obligation under UNCRPD to actively involve DPOs in decision making processes relating to disabled people. Consultations do not have to be limited to DPOs only, and the NDA would recommend as wide a consultation incorporating as many representations as possible, however, including individuals and advocacy organizations instead of DPOs does not meet UNCRPD obligations. The NDA would like to re-iterate that continued, meaningful engagement with a wide range of stakeholders is key to ensuring that services are not only accessible but universally designed.</p> <p>The NDA wish to provide the NTA with useful information and resources to ensure a universally designed bus service which meets legislative requirements and which is fit for purpose for the widest possible range of the public.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
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</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>

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NTA-C9-950	<p>DPOs and persons with disabilities must be consulted in any redesign process. It is vital that both the interior and exterior of buses can be seen and recognised by persons with disabilities engagement and consultation will be vital to ensure any re-design does not disadvantage persons with disabilities. Engagement with persons with disabilities and DPOs can prevent unnecessary expenditure on unsuitable designs. Consideration should be given with regards to road works being done which will result in infrastructure changes such as temporary pedestrian pathways/crossings, moved bus stops etc. NTA should provide accessible and up to date information in accessible formats in order to ensure that disruption to persons with disabilities' transport needs. NTA should reach out specifically to DPOs in the area to assist with dissemination of information. The NDA advises all NTA staff should complete disability awareness training which will give staff a greater understanding of disability, of the barriers persons with disabilities face, and providing information and services to passengers with disabilities. Importance of provision of accessible parking spaces close to local amenities and services. Accessible parking spaces should be designed according to the specifications detailed in the Building for Everyone: External environment and approach guide. The NDA also wishes to stress consideration of the following :</p> <p>Publication of a strategy on the BusConnects Cork website detailing how the NTA will ensure that every element of the Cork Metropolitan Area Transport Policy and the BusConnects Cork initiative will meet the needs of persons with disabilities and older people. Commitment to adopting a universal design approach and implementing this approach in future developments of the BusConnects Cork initiative. A universal design approach means examining and reviewing all elements of the service against the seven principles of universal design to determine if they are universally designed. The design and procurement of certain products and services must comply with EU Directive 2019/882 on the accessibility requirements for procurement of products and services and in particular for information and communication technology to be accessible for people with disabilities.</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>

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NTA-C9-956	The proposed expansion to add multiple lanes (for dedicated bus lanes, cycle lanes, foot paths and road lanes) is excessive when also taken into view with the use of multiple bus gates. If the proposal is to use bus gates to prevent end-to-end through car traffic (expected to reduce over-all volume of cars in the area) then what is gained by all the dedicated lanes.	Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions
NTA-C9-956	Current bus planning is overly focused on routes that go from the edge of the city to the centre of the city – like spokes on a wheel. And this plan is a repeat of this failed thinking. Communities all along these routes do not live their lives going into the city centre only. In reality the vast majority of people conduct their activities within their local areas and neighbouring communities.	Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-956	The removal of unique historical stone walls will have a negative impact on the beauty of the area and noise pollution will increase.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to consider how the impacts on heritage can be reduced. 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-C9-956	Noise pollution is dampened by the existence of plants, gardens, trees and stone walls that are there today.	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-C9-956	The removal of mature trees will have a negative impact on the area and increase noise pollution.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through 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-C9-969	I object to bus connect cork as I am a resident and will not be able to park to visit my GP or pharmacy and I have a children attending [personal information redacted] and will not be able to park to drop off and collect .	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-975	The proposed re-development on the Boreenmanna Road, were dropped like a bombshell on the residents of the Boreenmanna Road (your Customers) without any prior consultation.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.

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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 radius kept tight to slow vehicles.	Junction designs will be developed further as the project progress and topographical surveys will be used to inform the next stage of design. Additionally, detailed tree and traffic surveys to gather data that will also be used to inform the next stage of design.
NTA-C9-1013	I would strongly implore that Bus Connects (BC) ensures that traffic cameras on buses as well as enforcement of bus lane violations are included within the plans for the corridors so that they can operate both safely and efficiently.	Supporting measures to ensure compliance with the measures proposed are under consideration.
NTA-C9-1013	Priority timings at crossings for pedestrians. Currently, there are waits of up to 4 minutes at certain junctions around the city and surrounds	Pedestrian waiting time at junctions will be considered as the project progresses and junction design develops.
NTA-C9-1013	These plans, while not perfect, offer the chance to snatch back highly important corridors for the sake of the entire city while creating improvements to the noise, air quality, road safety of areas and improved transport links.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1023	Smaller buses for off peak times. Just have one wider bus lane in certain areas.	Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions
NTA-C9-1023	Work on the pinch point area's where the traffic is congested.	The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips. An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.
NTA-C9-1023	More park and ride facilities are required.	New Park and Ride sites in key locations form part of the BusConnects Cork project.
NTA-C9-1023	Request for the NTA to meet with and talk to the residents in the affected areas and to listen to what they have to say.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.

References	Statement	CE response and recommendation
NTA-C9-1026	Encourage more emphasis on improving real-time passenger information on services and other initiatives to promote wider bus usage (hop on hop off approaches for short distances, free use, increase standing room as with trams/Luas vehicles etc	Noted
NTA-C9-1026	The strategic process in moving to electrified vehicles should have taken the opportunity to redesign buses that are a more appropriate width/size for existing streets	This consultation is focused on the Sustainable Transport Corridors.
NTA-C9-1028	A significant issue in the city is the complete breakdown in how yellow junction boxes are used by the public and completely unpoliced by the authority.	Supporting measures to ensure compliance with the measures proposed will be required.
NTA-C9-1028	The primary reasons for traffic congestion is the city centre, and the glaring absence of the long promised park & rides	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1034	Signal controlled traffic lights with buses having right of way will seriously impact access to property causing major safety concerns.	<p>The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.</p>
NTA-C9-1034	Signal controlled traffic lights with buses having right of way will seriously impact access to property causing major safety concerns.	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys.
NTA-C9-1034	Amount of property to be cpo'd is extensive including trees etc. in the surrounding environment	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-1034	There is significant elevation between the Road and the property that is not highlighted in the drawings.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.
NTA-C9-1057	A very large number of matures trees, which of course provide vital environmental benefits in terms of climate change, should not be sacrificed	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-1057	More emphasis should be placed on the main form of sustainable transport, i.e. walking. Radial walking routes to the Centre from the suburbs suffer from narrow, uncomfortable and even unsafe footpaths.	Upgrades to footpaths to improve their width, surface and continuity are proposed.

References	Statement	CE response and recommendation
NTA-C9-1057	Has transport modelling or census travel data been analysed to project the use of the bus corridors?	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1059	This is not an easy website to negotiate	Noted
NTA-C9-1061	We strongly oppose any proposal to make these bus routes cashless. A cashless economy unfairly discriminates on vulnerable users and those lacking technological literacy.	Noted
NTA-C9-1061	There needs to be a Park and Ride on the Northside.	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.
NTA-C9-1061	We are extremely disappointed that no traffic surveys, data or other supporting evidence have been supplied regarding any of the proposed plans despite requests.	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1064	I'm fully supportive of an enhanced public transport system serving the city and hinterland	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1066	The approach taken by the consultants was to look at routes in isolation. Any future program must consider the holistic system, not just "routes" in isolation.	The STCs are being developed in a co-ordinated manner with all routes developed and published together. No routes are developed in isolation.
NTA-C9-1076	Noise pollution from the ongoing road works and ultimately from the extra traffic, due to added traffic lanes	<p>The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-1076	Reduction of residential car parking areas ?	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-1076	Knocking of trees will not only detract from the aesthetic, but will interfere with the environment	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-1076	The risk of subsidence from the works	As the design progresses geotechnical studies will be undertaken to establish ground conditions and ensure the concerns raised about subsidence are appropriately managed throughout the scheme's development.

References	Statement	CE response and recommendation
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 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-C9-1146	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.

References	Statement	CE response and recommendation
NTA-C9-1146	More data is needed for the plans on how traffic would operate	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1148	The problem with buses in Cork is one of frequency and the lack of real time data	The BusConnects Cork project proposes increased bus frequency. The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-1155	We support the promotion of safe cycle routes	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1170	Points of improvement for communications, submissions process and navigability of the website. Many homeowners who will be directly impacted by these proposals did not receive any communications from the NTA. Reconsider the list of "Themes" available when making a submission on the website.	Noted
NTA-C9-1172	Orbital routes on the North and South of the city would maximise coverage of the network while also providing a high number of connections to different parts of the city. The more connections on a network the more convenient it is to get somewhere you want to go.	This statement is related to the Bus Network Redesign. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C9-1234	Objection to the removal of old walls	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to consider how the impacts on heritage can be reduced.</p> <p>The potential heritage impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-1234	Objection to the removal of flora and fauna, trees and hedgerows	<p>The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-1234	Objection to removing about 700 trees from Cork city	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-1237	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.

References	Statement	CE response and recommendation
NTA-C9-1237	State and institutionally owned land should be identified for acquisition in priority to residential properties and so create new cycle and pedestrian routes	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-1248	Traffic speeds may increase putting the elderly and school goers at increased risk	The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.
NTA-C9-1250	I support sustainable transport and I use the new additions across the city of cycle infrastructure	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1252	I welcome the overall plan and the intentions behind it	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1280	Has a plan been put forward of a divided approach?	A co-ordinated approach is preferred.
NTA-C9-1280	Has the use of technology been explored to implement single counterflow bus lanes?	Single counterflow bus lanes are restricted in terms of the frequency of buses that can serviced from this type of facility. The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily.
NTA-C9-1298	My local shop will be unable to take deliveries if parking is removed	<p>Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which maintain more on-street parking/loading spaces along certain corridors.</p> <p>The removal of some on-street parking/loading spaces will be required to facilitate the construction of the scheme.</p> <p>The design teams sought to minimise this impact as much as possible and identified opportunities to provide replacement parking/loading spaces.</p>
NTA-C9-1298	Concern over increased traffic volume in residential area	<p>The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.</p>
NTA-C9-1298	Concern over increase in pollution	<p>The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-1298	Objection to the removal of parking as it is an inconvenience for the elderly residents of the area.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-1317	I commend the transparency with which the proposal has been made, exemplified by the strong engagement from local politicians, community groups and volume of submissions made.	Noted
NTA-C9-1319	Support for sustainable transport including improvements in public transport and improving cycling infrastructure.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.

References	Statement	CE response and recommendation
NTA-C9-1322	<p>Active travel is a good thing but the geography of Cork City does not entertain active travel on a vast scale. Our weather is also very problematic and does not encourage one to get on a bicycle regularly enough to justify the cost of implementing cycle lanes on every street.</p> <p>There needs to a discussion on active travel in Cork City and how best to overcome the weather and the Geography of the landscape in which we are trying to create a desire for the people to take up.</p>	Noted
NTA-C9-1322	<p>To spend €600m in the way that it is been proposed to be spent is a sin and a waste of tax payers money. I am of the firm belief that some proper meaningful dialogue with the Elected Public Representative would yield favourable results and in my view save upwards of €300m while at the same time achieve the ultimate goal.</p>	<p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-1322	<p>It is my view that the current emerging plans are not sympathetic to the current streetscape and residents concerns and I believe and feel that there are simpler less costly ways of achieving the ultimate goal.</p> <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 overspending on the 12 proposed routes. In my book there is no need whatsoever to overthink or overspend on BusConnects.</p>	<p>The proposals are at an early stage of development. The proposals have been revised to reduce the extent of road widening involved. The proposed arrangements include removing buses from traffic congestion by developing separate bus lanes along these routes or by using traffic signalling arrangements over short distances. Alternatively, general traffic levels would be reduced by restricting through traffic using bus gates, such that buses will no longer be delayed by traffic congestion.</p> <p>The National Transport Authority (NTA) undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total. All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solution.</p>
NTA-C9-1322	<p>I closely watched bus services 203. 205. 206. 207. 126. 116. 220. 220X. 223. 223X. and the 226 as they drove along their respective bus routes both inbound and outbound. None were severely delayed and drove along the chosen routes without any great hindrance or delay.</p> <p>There are pinch points that have the potential to cause a delay but only a slight delay at best. A little bit of taught plus some simple measures or traffic management measures can very easily address these pinch points. I would encourage that the Bus Drivers be surveyed with regard to the current routes the Pinch Points and possible solutions.</p>	<p>The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys.</p>

References	Statement	CE response and recommendation
NTA-C9-1322	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>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	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.	Noted
NTA-C9-1322	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>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-1322	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).	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. 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-C9-1324	It is a congested area as due to the school and this plan will only add to the congestion.	<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	I am entitled to park outside my own front door.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-1324	Concern over cars driving at a speed up the road and no speed bumps in place	The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.
NTA-C9-1333	Would increased bus frequency, with real time bus timetable that is accurate, along with a much larger connected cycle network a more suitable option	The BusConnects Cork project proposes increased bus frequency. The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.

References	Statement	CE response and recommendation
NTA-C9-1333	Near where I live these proposals will do little to reduce traffic especially peak morning traffic around schools.	<p>The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.</p>
NTA-C9-1333	I don't know how attractive cycling would be along full cross section of 4 lanes.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1333	Typical layout of corridors is that it goes against the principles of DMURS in terms of tightening up streets, having self regulating speeds, changing the perception of widths to slow cars down	Along each route, improvements and enhancements will be made to footpaths, and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional landscaping, pavement treatments and outdoor amenities will be provided
NTA-C9-1333	Poor driving etiquette/culture is often observed in Cork City. Creating bus lanes is one thing - ensuring they are free from unauthorised parked cars is another thing.	Supporting measures to ensure compliance with the measures proposed will be required.
NTA-C9-1333	I support the idea behind an efficient, more connected bus network with more frequency to greater serve the needs of Cork City residents going forward.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1350	Objection to the removal of parking spaces to make way for buses and bicycles	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-1350	Objection to potential land acquisition of front gardens	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-1350	Concern over reduction in privacy for residents	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.	<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-C9-1370	Request for the cost/benefit analysis to be issued to the public	This analysis will be undertaken when the project is sufficiently progressed.

References	Statement	CE response and recommendation
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.

References	Statement	CE response and recommendation
NTA-C9-1376	<p>As a public representative for the south east of Cork city, the amount of letters I have received has been huge.</p> <p>At the outset I do acknowledge the need for improving the future of the city's public transport.</p> <p>At present, I see a very fragmented partnership between the general public and the stakeholders involved in Bus Connects Cork. That partnership and dialogue needs to seriously improve if the epic parts of the project are going to get across the line. The top-down manner of consultation is very present.</p> <p>Cons</p> <p>In early July this year the scatter gun communication to the public via NTA unsigned two-page documents, circulated in a hit and miss way to directly affected houses, led to much mistrust and much frustration of the consultation process. Mistrust and frustration have led to further mistrust and frustration being embedded in the local communities I represent. I have found that the multitude of people who have contacted me unable to read the series of produced maps and unable to digest the many 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 flyering, knocking on doors and hosting a multitude of public meetings – many on the side of affected roads. In this process the powers of local public representation are very limited. But in essence I have had to do the communication work of the NTA. Having a public consultation in mid-July led to many local people just becoming aware of the proposals when they came back from holidays in early September. The obligatory ads on bus stops and in newspapers gave nothing of the depth of the details in the proposals and I would deem such ads to be very tokenistic to the consultation process. The info meetings in Nemo Rangers for the bus corridors in my area led to further feedback around the lines of the NTA “don't know what they are doing”. The engineers who were present were not briefed enough on how to temper the public frustration. I remain adamant in my call for the communication team to review or be completely re- and briefed overboard. The one off</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1382	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	<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-C9-1385	Objection to potential land acquisition of resident's gardens	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-1388	Objection to the removal of parking for residents	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-1391	Construct park and rides on all areas just outside the city near glanmire, Mayfield, douglas, BlackRock, Grange, little island, ballincollig, Wilton and provide shuttle buses from park n ride to the city centre.	New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.

References	Statement	CE response and recommendation
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 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-C9-1416	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 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.

References	Statement	CE response and recommendation
NTA-C9-1424	I fully support the intent of this scheme to improve active and public transport in Cork and am delighted to see expansion of cycle lanes, the provision of more park & ride schemes and zero-emissions buses	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1433	Bus transport in Cork is unreliable and does not have the required priority over private transport which would make it faster and more attractive than driving. Making public traffic easier and faster will ensure the modal shift in behaviour.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1440	I support the BusConnects plan.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1449	There should be way more cycle lanes in the city centre and suburbs	Noted
NTA-C9-1449	There should be way more cycle lanes in the city centre and suburbs to reduce the number of cars. Nimbyism is going to destroy this city and planet with its emphasis on cars which is the least efficient mode of transport	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1453	Some of these are old houses, not built with the expectation of busses running from just a few metres away.	As the design progresses geotechnical studies will be undertaken to establish ground conditions and ensure the concerns raised about subsidence are appropriately managed throughout the scheme's development.
NTA-C9-1456	I support the bus connects plan for Cork - especially anything that removes on-street parking - and provides more space for buses and cycling.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1457	The bike lane at the back of properties is just an invitation for antisocial behaviour. Further it is a significant security concern as it will provide blind access to the back of houses.	Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions
NTA-C9-1457	The proposals, and associated land grabs, will have detrimental health impact for residents. Bringing the transport corridors closer to the houses brings noise, vibrations and fumes closer to the residential properties. It goes without saying this is not conducive to the health and well being of the residents. There is also a significant impact on the mental health of residents who have been living under the threat of this plan for over 3 years. The proposed CPO of significant portions of the front gardens on the road will remove a large amount of mature trees and greenery on the road. the new addition of the unnecessary cycle lane through the Pres Sports Fields further exacerbates the issue, removing further green areas and access to main green area where local children play, and more mature residents use for safe walks. The School boy lane cycle path, located only a few meters away highlights the folly of this plan.	<p>The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>The project involves measures which will have positive air and noise impacts including transitioning to a zero-emission bus fleet and resurfacing of the road surface. The BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated the project will reduce pollution and ease congestion.</p> <p>The proposals for Pres sports field have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-1457	The devaluation of property this will drive will just lead to less families in the area and will ultimately complete the transition of the area to a transport corridor.	BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. In doing so the properties close to the Sustainable Transport Corridors will benefit from improved accessibility and connectivity to the range of services and facilities located within the catchment of the routes.
NTA-C9-1457	The proposed land acquisition is both hugely impactful on the home owners, but given the topography of Wilton Road will not resolve the transport issues.	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
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.

References	Statement	CE response and recommendation
NTA-C9-1458	<p>The loss of parking spaces and knock-on effects of displacement parking by implementing the proposal for two-way cycle lanes along Evergreen Road from the end of the Kinsale Road to the junction with Summerhill South will seriously diminish local amenity and inconvenience vastly more people than it will benefit. Displacement parking will severely impact residents in quite a wide area of surrounding streets.</p> <p>Unacceptable levels of parking congestion unfairly discriminates against those for whom buses, walking and cycling are simply not feasible options, for reasons related to age, medical conditions, mobility issues or other vulnerabilities.</p> <p>There are many local people for whom public transport is not a feasible commute option, making the availability of on-street parking an employment-related necessity.</p>	<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-C9-1464	<p>Attached is a petition from the residents of Grange Avenue re the proposed Bus Connects plan which will in its current format have a detrimental effect on the residents of this park who have previously cooperated with previous bus lane implementations and now find themselves affected again detrimentally.</p>	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-1466	<p>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</p>	<p>The junction design at St Lukes Cross will be continue to be developed as the project progresses.</p>
NTA-C9-1466	<p>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</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-C9-1466	<p>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.</p>	<p>Noted</p>
NTA-C9-1467	<p>I wish to object strongly to the destruction this proposed plan will cause. No parking...</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-C9-1472	<p>I support the proposal to develop public transport corridors in Cork. A number of important points:</p> <ul style="list-style-type: none"> - a large increase in the fleet is required, particularly to get a return on the level of infrastructural investment planned - all bus stops should be sheltered for the convenience of passengers - the real time information (at bus stops and the app) is unreliable and requires addressing ahead of this project - the proposal for improved cycle and pedestrian facilities is very welcome - given the substantial cost involved in land acquisition to develop the corridors, it is important that only land that is strictly necessary be acquired - all proposed corridors are focused on the city centre. Has consideration been given to developing corridors for the orbital routes, particularly focusing on the colleges, CUH and the suburban district centres? 	<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-C9-1479	<p>Could bins for cigarette butts be put at all bus stops?</p>	<p>The design of bus stops will be developed as the project progresses.</p>
NTA-C9-1480	<p>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.</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-C9-1486	<p>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?</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>

References	Statement	CE response and recommendation
NTA-C9-1486	<p>The proposed scheme will take away all on street parking in my neighbourhood, where am I supposed to park, can you give me a reasonable alternative?</p> <p>Where will the post van park, where will any courier or delivery van park if something has to be dropped in? What about an ambulance or other emergency vehicle?</p> <p>If I have any minor work being carried out on my house or garden where will the workers van be parked, plumber, electrician, painter, they all have tools and equipment which cannot be carried from an unnamed mystery spot?</p>	<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-C9-1488	<p>I am writing to you as I'm objecting to the proposal by the NTA to remove 8 trees on North Link Road/Leitrim Street (outside Heineken Brewery).</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-1492	<p>Rerouting of general inbound traffic through Belair Estate to travel via Wallace's Avenue and potentially Ballinlough Road would be detrimental to the local communities.</p>	<p>The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.</p>
NTA-C9-1492	<p>I'm concerned at the clearly visible impact of widening Boreenmanna Road and significantly impacting on the environment of the area and public realm. Much of the layout is contrary to DMURS principles with significant visual widening and loss of trees from locations where they are required.</p>	<p>The updated proposals for Boreenmanna Road have significantly less impact on the trees/environment.</p>
NTA-C9-1492	<p>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.</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-C9-1492	<p>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.</p>	<p>Cycling facilities will be provided in accordance with the relevant guidelines. Traffic lights junctions will be designed to provide for cyclists.</p>
NTA-C9-1498	<p>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.</p>	<p>Incidences of anti-social behaviour and vandalism are matters for An Garda Siochana.</p>
NTA-C9-1498	<p>however, they are extremely concerned about the impacts that a possible take of 4 metres from [personal information redacted] front garden will have on their amenity space and their privacy.</p>	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-1498	<p>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.</p>	<p>Noted</p>

References	Statement	CE response and recommendation
NTA-C9-1513	Has any analysis been done on traffic flows? Simulations? Predicted traffic flows post implementation of bus corridors? Before any works begin, please baseline air quality and conduct a H&S review of real traffic management in the area.	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1520	<p>I have an autoimmune condition which affects my joints, for this I take medication that suppresses my immune system and makes me more susceptible to infections like Covid-19.</p> <p>The pandemic meant that I could not take public transport and cycling was and remains my lifeline, both to allow me to avoid crowded public transport and also to strengthen my muscles, which benefits my joints and allows me to retain and improve my mobility and general health. Cycling infrastructure is a disability rights issue.</p>	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.	<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-C9-1520	<p>People under 18 cannot get driving licences, nor can people who are undocumented.</p> <p>Migrants and refugees more often than not need to go through the expensive process of passing a driving test -even if they have been driving for years- to be able to drive in Ireland.</p> <p>Better public transport and cycling infrastructure would enormously benefit children, giving them more autonomy and reducing the transport burden on their parents and would help with the effective inclusion and integration of migrants and refugees.</p> <p>The same arguments could be made about cycling, adding that cycling is cheaper, more efficient, better for the environment and also allows people to remain active.</p>	This statement supports the aims of the project
NTA-C9-1520	<p>Just as disabled people are disproportionately affected by enforced deprivation, so are one parent households.</p> <p>People living on social welfare payments, from Jobseekers Allowance to State Pensions, have an income that does not meet their most essential needs as the payments do not reflect the cost of living.</p> <p>Again, having and maintaining a car is expensive and people on low incomes should not be forced to have a car to access essential aspects of every day life like work, school or doing the shopping.</p>	This statement supports the aims of the project

References	Statement	CE response and recommendation
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.	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-1520	Frequent and reliable buses, which are not delayed in traffic by cars. Segregated and connected cycling infrastructure for people of all ages (and not just from home to work)	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1521	I support the bus connects project as it fights against global warming and climate change by reducing car dependency and by facilitating people to take up cycling.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1526	<p>Due to the commitment that many large companies have given to go carbon neutral by 2030, it is quite unforgivable to undo all this hard work with unnecessary construction and demolition of trees.</p> <p>Although I understand that we must progress in order to develop as a city, I strongly condemn the methods due to the negative impact on the environment. We have experienced first hand the importance of respecting our environment and reducing our carbon footprint and it is quite unfathomable that this option is even on the table.</p>	The updated proposals have significantly less impact on the trees/environment.
NTA-C9-1549	Bus and cycle lanes have already caused huge traffic issues in Cork city and it appears they are rarely used.	The population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.

References	Statement	CE response and recommendation
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 not references to accessible relevant studies? How can we make a genuine assessment of something so vague? Was it actually the intention to give us as little information as possible to citizens involved in this 'consultation'?	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1611	Companies have been employed to draw up plans for a City they know nothing of - This is evident from some of the cycle routes that have been suggested	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1611	It is grossly disrespectful that residents needs and rights are being totally disregarded to facilitate people who are passing through the area. Another objection I have is that American and Dublin based companies have been employed to draw up plans for a City they know nothing of.	Cork is growing and needs a bus network that works for a developing city. The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.

References	Statement	CE response and recommendation
NTA-C9-1611	Also my understanding of these proposals are to better the environment yet existing green spaces are being uprooted and people's own oasis are being subjected to CPOs.	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-1617	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.	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1658	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

References	Statement	CE response and recommendation
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.

References	Statement	CE response and recommendation
NTA-C9-1669	The Trees across the way from the property are also due to come down due to these works. They are probably the tallest line of Tress in Cork as far as we can see, a total shame that these would have to come down	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-1670	I am also opposed to the unwarranted removal of trees elsewhere in the city	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-1673	<p>I welcome the new ticketing electronic system, interchange for free, 90-minute single fare proposals, cashless payment systems, reductions in public transport fares, transition away from diesel engine bus fleet to zero emission electric bus vehicles, improved electronic real-time signage and displays, and a new network of modern bus stops and shelters (only where existing space permits)- all of this is to be supported and rolled out as soon as feasible.</p> <p>Jarrett Walker from the US were engaged to consult on the development of the revised public transport network and bus network redesign. Whilst they are highly experienced in public transport design in a North American context, they have never designed a plan for a city with the age, topography, geography and physical constraints of Cork.</p> <p>When the participants were surveyed regarding the new bus network proposed, only 15% felt the new network was an improvement and just over 50% felt the new network was worse</p> <p>This means in these commuter areas, it will now take longer to walk to the dedicated bus corridor and potential patronage will be undermined.</p> <p>future predicted guess for the average journey time is 14 minutes. No modelling to confirm this has been performed by the NTA and this 14-minute journey time is based on assuming no bus delay at lights, junctions, and the shortest possible delay at stops for passengers to alight</p> <p>. I outlined earlier that the bus network redesign favoured shorter waits over shorter walks.</p>	<p>The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/. The New Bus Network is a separate project to this scheme.</p>
NTA-C9-1673	I welcome the new park and ride facilities	<p>New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.</p>
NTA-C9-1677	I would like to voice my support for the proposed bus routes.	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1681	I would really like to see some plans from the NTA after examining some of the research done at a European city level on how we could work with schools to enable drop off zones or safe areas within short distances of schools whereby kids of all ages would have access to pavements and pedestrian crossings.	<p>The Safe Routes to School Programme is engaged in the type of work highlighted in this statement. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.</p>
NTA-C9-1683	Expression of support for BusConnects plans for cork to allow an integrated and reliable bud service citywide	<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>

References	Statement	CE response and recommendation
NTA-C9-1689	Adding to noise pollution.	<p>The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-1689	Disturbing peaceful, safe residential parks, making unsafe for children.	This statement is not clear and thus is difficult to provide a specific response.
NTA-C9-1692	I am concerned by some of the policies regarding removal of trees. Cork is lacking in green spaces and trees help to regulate temperature in hot weather which will become more frequent with the effects of climate change.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-1697	It is regrettable that the NTA arranged many public consultations during the summer months, when during such time periods, younger families were absent on holidays and many taking advantage of the first summer since Covid-19 to relax and unwind.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1704	A different, far simpler, non-intrusive approach can be adopted by Bus Connects by introducing narrower vehicles.	Noted.
NTA-C9-1713	I welcome the removal of traditionally used parking spaces,	Noted
NTA-C9-1713	My primary concern with this plan is the removal of mature trees in urban areas.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-1715	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.

References	Statement	CE response and recommendation
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 pubic transport	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1728	It is essential that Bus Connects includes safe pedestrian infrastructure and an integrated network of high-quality cycle lanes	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1728	It is essential that Bus Connects includes safe pedestrian infrastructure	Noted
NTA-C9-1728	The Bus Connects project is welcome and long overdue. Cork desperately needs sustainable transport options.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1731	The stress that these poorly considered proposals have caused to my old neighbours and to the people generally on both the Douglas and Boreenmanna Roads is shameful	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. The proposals for Douglas and Boreenmanna Road have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative 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.

References	Statement	CE response and recommendation
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 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-C9-1734	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 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-C9-1749	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.

References	Statement	CE response and recommendation
NTA-C9-1756	<p>has a carbon balancing exercise been undertaken to see how the provision of these 'sustainable' transport corridors will affect the area and the environment, and checks done to see how it balances with other less intrusive options?</p> <p>And has that exercise been done against less environmentally intrusive options (e.g. keeping the width of Boreenmanna road as it is), to verify that the emerging preferred option is the most sustainable?</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1775	<p>The Cork Northern Distributor Road has been identified as a short-term objective and a 'critical enabler' for CMATS.</p> <p>Based on the indicative route, its construction would re-direct significant cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout at the east end of Ballincollig coordinates (51.8916199, -8.5684391) and the Carrigrohane Road.</p>	<p>CMATS outlines the BusConnects proposals and the Northern Distributor Road amongst other infrastructure are required to support the development of the region.</p>
NTA-C9-1788	<p>The main issue preventing people using this bus *207, is that it only runs every half hour which should be increased to every 20 minutes.</p>	<p>The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/. The New Bus Network is a separate project to this scheme.</p>
NTA-C9-1788	<p>strongly oppose your proposed 'sustainable public transport network for the Cork Metropolitan region</p>	<p>Noted</p>
NTA-C9-1788	<p>I have never been stuck in traffic along the areas which you have planned to fell mature trees and knock beautiful walls.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-1791	<p>Introduce more Park and Rides across the city.</p>	<p>New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.</p>
NTA-C9-1791	<p>Data collection on the number of car owners, non car owners, those with a mobility issue, driveways in the area should be carried out.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1800	<p>The Cork City shared bike scheme is currently of limited use because the bike stands are spread across the city centre only.</p> <p>By extending the scheme with stands in Blackrock, along the Marina, Tramore Valley Park, Ballyphehane, the Lough etc. this would allow people for example to choose a 10 minute bike ride over a 30 minute walk.</p>	<p>This statement relates to the public bike hire scheme. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.</p>
NTA-C9-1800	<p>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.</p>	<p>New Park and Ride sites in key locations form part of the BusConnects Cork project. The park and ride facilities will need to be serviced by buses that are punctual and reliable. This will require the infrastructure proposed with the Sustainable Transport Corridors. Without this infrastructure the park and ride facilities will not be a success.</p>
NTA-C9-1800	<p>pedestrian crossings, with traffic lights that are timed so that pedestrians rarely have to wait long, while cars have to wait longer</p> <p>Cars can also use the streets but they have to travel very slowly, due to speed limits and to having to stop for pedestrians.</p>	<p>Pedestrian waiting time at junctions will be considered as the project progresses and junction design develops.</p>
NTA-C9-1800	<p>I welcome the proposed changes which I hope will make the Cork bus system a realistic alternative to driving in and around 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>

References	Statement	CE response and recommendation
NTA-C9-1805	. Don't remove trees and mature gardens to widen roads as we face into a biodiversity crisis!	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-1805	Impose meaningful speed checks if you want a simple way of improving safety for cyclists and pedestrians. Incentivize e-bike usage and car-pooling to reduce peak traffic.	This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors
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.	<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>

References	Statement	CE response and recommendation
NTA-C9-1812	I support the proposed bus connects programme for Cork. I support public parking spaces being removed to make it easier for everyone to move around. I support dedicated bus lanes.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1814	As a general comment overall this process will have a significant negative effect on our overall mental health and wellbeing. We will certainly no longer feel safe in our home should these plans go ahead.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. The proposals have been updated to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1817	I ask that the stone, brick and other materials in the walls and other objects that are being removed be cleaned and preserved for reuse in the future (even in the proposed new layouts). The limestone walls around Cork are part of our heritage. Even if the materials are not used in the proposed new plans, they should be retained and made available to Cork building projects.	where land acquisition is required, the NTA will engage with the relevant landowners to seek to agree measures, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, access, and landscaping. Where boundary walls are required to be realigned or replaced this will be undertaken in a manner that is sympathetic to the character and heritage of the area. Walls, fencing and entrances will be restored on a like for like basis.
NTA-C9-1818	Retention of old walls should achieved wherever possible however I understand this is not always possible	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-1818	Retention of people gardens and drive ways should achieved wherever possible however I understand this is not always possible	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-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 emphases 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.

References	Statement	CE response and recommendation
NTA-C9-1850	<p>Despite being touted as a public transport project, it is clear that this is nothing but a heavily greenwashed road building project.</p> <p>It is 93km of roads, in 2022, in a climate emergency in small, old city.</p> <p>The entire thinking behind the project, that one more lane can fix it, is fundamentally flawed. City planners and road designers have known for decades that congestion cannot be addressed by adding more lanes.</p> <p>Because of induced demand, if you build more roads, you will get more traffic. It is inevitable</p>	<p>By removing buses from traffic congestion, the punctuality and reliability of the bus system will be improved. Journeys are faster and, even more importantly, arrival times are more consistent and dependable. This project will see the provision of much needed cycling facilities around the city region with over 96kms of high quality cycling facilities provided. Segregated cycling along the key corridors of the city will allow the public to have cycling as a real sustainable alternative. The new cycling infrastructure will be of significant benefit to the public, business, tourism, education and retail.</p>
NTA-C9-1850	<p>The current bus connects proposal also demonstrates a lack innovation, imagination or any apparent competency in road design.</p> <p>Instead Busconnects is largely a one size fits all solution, for every road, in every neighbourhood irrespective.</p> <p>The plan is to largely to widen all the roads to between 16 -22m put in bike lane, bus lane, car lane, car lane, bus lane, bike lane and in order to do this, demolish or co-opt anything that is in the way, including street trees, grass verges, foot paths, old stone walls, front gardens and then send all the traffic down these major arterial routes.</p> <p>Everything has to go down the one road, bikes, scooters, buses, cars, lorries, vans and trucks.</p>	<p>The development of these Sustainable Transport Corridors will enable efficient bus movement along these routes, together with the provision of safe, segregated cycling facilities, where feasible, in addition to accommodating general traffic movement. The proposed arrangements include removing buses from traffic congestion by developing separate bus lanes along these routes or by using traffic signalling arrangements over short distances. Alternatively, general traffic levels would be reduced by restricting through traffic using bus gates, such that buses will no longer be delayed by traffic congestion.</p>
NTA-C9-1850	<p>The fact that an allegedly green sustainable transport project, in 2022, proposes removing 1404 mature street trees is mind boggling.</p> <p>The benefits of street trees is widely established and scientifically proven. Street trees lessen the effects of urban flooding, soak up twice as much rain as concrete and reduce run off by 60%.</p> <p>Trees absorb the first 30% of most precipitation events through their leaf system, this water never hits the ground. An additional 30% is taken and held onto by the root structure, reducing storm water run-off and flooding potential.</p> <p>Street trees filter up to a third of the particulate pollution from vehicle emissions within 300 yards. This reduces the rates of cardiac disease, strokes and asthma due to improved air quality. They cool city streets in the summer and reduce the deaths from heat. They provide shade, they reduce wind speeds, they store carbon, they reduce street noise.</p> <p>They reduce obesity levels by increasing physical activity, they reduce stress and increase property value. The presence of urban trees make more aesthetic, pleasant neighbourhoods. They protect biodiversity for birds, bats, insects, pollinators, lichens, fungi, bacteria.</p> <p>There are hundreds of species dependent upon each street tree. And the sustainable green plan for Cork is to remove more than 1400 of them.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-1850	<p>Of course, the plan states “every tree removed will be replanted as part of the project”. This is clearly not true as every tree that is removed will be dead and cannot be replanted.</p> <p>On the existing plans, the number of new trees planned does not match the number of trees removed and for the Togher scheme at least, any new proposed trees are mostly being put in existing green spaces and are not proper street trees.</p> <p>There are no plans to replace the trees on Pearse road with new trees on Pearse road, and of course there couldn't be because the place will be covered in concrete and traffic.</p> <p>And a new tree is not the equivalent of an old mature street tree. I wouldn't think there is a single cyclist in the city that would want street trees removed to accommodate them. They might suggest removing some of the cars instead.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as many mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>

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NTA-C9-1850	<p>The recent trial in Germany which gave heavily discounted monthly rail card €9 was a huge success and the extra journeys are estimated to have saved 1.8 million tonnes of CO2, from this one action alone.</p> <p>Look at how effective the free school bus project has been this year. Overnight, the system was hugely oversubscribed and parents who never sent their children to school by bus before did, just because it was free.</p> <p>Cork City bus services should be free to anyone in a primary or secondary school uniform. And it should be available to all citizens at heavily subsidized rates, around €1cash or €0.50 with a tap card.</p>	<p>This statement outlines proposals for encouraging more public transport use by reducing fares. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.</p>
NTA-C9-1850	<p>Other cities resolve congestion on their major arterial routes by adopting proper policies that actually encouraging people out of their cars, yet the vision from the powers that be here is to build even bigger arterial routes.</p> <p>It is apparent nothing has been learned about good road design and traffic management policies from more progressive cities in say the Netherlands, Denmark or Finland.</p> <p>Paris plans on putting in 183km of bike lanes by 2026 and guess how many new roads they are building in Paris to do this? Exactly.</p> <p>They are re-allocating existing road space, because that is how you induce a modal shift, not by building more roads.</p>	<p>Part of the overall BusConnects Programme is to create eleven Sustainable Transport Corridors along existing roads across Cork city, representing key bus and cycling routes. The proposed arrangements include removing buses from traffic congestion by developing separate bus lanes along these routes or by using traffic signalling arrangements over short distances. Alternatively, general traffic levels would be reduced by restricting through traffic using bus gates, such that buses will no longer be delayed by traffic congestion. This project will see the provision of much needed cycling facilities around the city region with over 96kms of high quality cycling facilities provided. Segregated cycling along the key corridors of the city will allow the public to have cycling as a real sustainable alternative.</p>
NTA-C9-1850	<p>The route selection process is not transparent and from the documentation available on the website it is not really clear how these routes ended up as being the preferred corridors.</p> <p>But it largely seems to have been “expert judgement”, by experts that are not familiar with the neighbourhoods or how they currently work. The report states it took account of “existing traffic patterns and a broad assessment of environmental impacts”.</p> <p>There are no reports available to show how these were take “into account”. There are no traffic studies available, no environmental assessment impacts available, there is no assessment of the impact of the loss of trees and green areas on biodiversity, flooding, air quality, mental health.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1852	<p>It will remove a significant portion of my front garden and make my commute more complicated so that I will now in fact spend more time in the car.</p>	<p>The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.</p>
NTA-C9-1852	<p>What about the businesses with frontage on these roads? How have their customers and deliveries been catered for?</p>	<p>The proposals are seeking to make it easier for customers to walk, cycle or use public transport. Accessibility by car will still be available for deliveries.</p>
NTA-C9-1852	<p>You need to plan for removing peoples dependency on the car and not by destroying the fabric and character of the areas in which they live.</p>	<p>Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.</p>
NTA-C9-1852	<p>How many additional people around the greater Cork area will now be enabled to ditch the car and take a bus or bike to work? Not very many I would propose. I fail to see how people who have to drop/collect kids at schools and creches etc. can benefit from this plan.</p>	<p>The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Enhancing the bus network is consistent with the National Development Plan which envisages a significantly enhanced bus service for Cork. The Cork Metropolitan Area Transport Strategy envisages that the realigned bus network will carry around 45 million passengers per annum and 32,000 passengers during the AM morning peak. Along each route, improvements and enhancements will be made to footpaths, and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional 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>

References	Statement	CE response and recommendation
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. 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>

References	Statement	CE response and recommendation
NTA-C9-1856	<p>Private companies will focus on major profitable routes at the expense of under-served areas. Prices will be maintained at levels sufficient to turn a profit. Public transport needs to be seen not as a business but an essential public service and a key measure for fighting climate change.</p> <p>Privatisation is also a threat to the wages, conditions and trade union rights of the bus drivers and other workers on whom the service depends.</p> <p>We are opposed to any plan which involves privatisation of bus routes, which is a first step in undermining the public service.</p> <p>These rules could potentially be avoided on the basis of changing and expanding existing routes, rather than the creation of what are technically new routes.</p>	<p>The consultation is focused on the proposals contained in the Sustainable Transport Corridors.</p>
NTA-C9-1856	<p>We understand that the plans have been developed from afar using Google Maps. It would have been much better to have hired staff and set up an operation based in Cork so that the plans would be best on real knowledge of the needs and concerns of different communities.</p>	<p>The current proposals have been designed using the latest Ordnance Survey Mapping, which is standard practice for the early stages of design of transport infrastructure projects. The OS mapping used was the most accurate and up-to-date mapping information available at the time. Detailed three-dimensional (3D) topographical surveys for the entire route have been procured and will be used to inform the next stage of design. Additionally, a range of other surveys will be conducted (for example, detailed tree and traffic surveys) to gather data that will also be used to inform the next stage of design.</p>
NTA-C9-1856	<p>If at all possible, the loss of residents' access, the compulsory purchasing of gardens, the loss of trees and other similar issues should be avoided.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-1856	<p>There are several areas where a significant loss of mature trees is being proposed to facilitate road widening. We think that every possible alternative to this should be considered.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as many mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-1856	<p>One possible alternative in some areas would be implementing one way systems.</p>	<p>This is an option to consider. Ensuring these systems do not result in over circuitous travel routes, particularly for cyclists is a challenge.</p>
NTA-C9-1856	<p>It is inevitable that expanding public transport in the way we need to will require changes to existing roads, traffic plans etc. and this may cause disruption and inconvenience for some residents and communities.</p> <p>That is why it is essential that the plans are developed in a genuinely democratic way, with real consultation with local communities – without this any plan to transform the transport network will not work.</p>	<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-C9-1856	<p>The NTA should now correct this and in particular engage with communities such as Harbour View Road, Blackpool, St. Luke's and others where the plans face significant local opposition.</p> <p>The experience of Wilton 3 years ago, where plans for a bus corridor were scrapped after substantial opposition from many local residents, shows that plans which don't have community support will not work.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>

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

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NTA-C9-1865	I would like to suggest that the NTA should go back to the beginning and consult with every single home owner affected by their nationwide proposal - collate the results and weigh up input vs outcome.	Between June 30th 2022 and October 3rd 2022, the National Transport Authority (NTA) undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total. All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.
NTA-C9-1865	I have found this website / submission forum probably one of the most difficult to navigate. Surely it shouldn't be so difficult to make a submission . As it is so difficult it has probably resulted in less submissions and objections .	Noted
NTA-C9-1866	Junctions should be designed in line with Dutch principles as described here: https://irishcycle.com/2022/09/24/ireland-needs-to-stop-reinventing-the-wheel-on-cycling-infrastructure-the-design-of-protected-junctions-would-be-a-good-start/	Junction design will be developed as the project progresses.
NTA-C9-1866	Widths for walking and cycling should be as large as possible.	The routes are proposed on existing roads which have constraints. The designs are being developed to make it easier for to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1870	The consultation process also needs to be looked at . The maps on view made it very difficult to understand.	Noted.
NTA-C9-1870	Having to make a submission on line has eliminated a lot of elderly residents.	Written submissions can be made by post to Sustainable Transport Corridor Project, NTA Cork Office, Suite 427, 1 Horgan's Quay, Waterfront Square, Cork, T23 PPT8
NTA-C9-1870	The maps on the display were on screens and when we attended they were not working. The only information we found were in the booklets but very little. A complete PR stunt with very little information. No one addressing any concerns. A review needed and stay well clear of the beautiful woods.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1876	There are a number of other issues with regard to the proposal which need to be reconsidered. What is the minimum width of bus lane required, car lane, footpath and cycle lane acceptable. Variable width are used at different locations .What is the minimum level of traffic that justifies the provision of such wide corridors. How is the Council managing peak and non peak traffic flows presently and the proposal for managing same for the future. Where are the key bottlenecks at present – morning time and evening time. What are the present traffic levels in Cork. What are the projected traffic levels in 20 years and 50 years time. Where are the present work locations – main business and industrial areas And where are the projected work locations in 20years and 50 years time How is it proposed for parents to bring their children to school in the morning. What proportion drive to school presently , what will be the situation in 20 years time and 50 years time.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.

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

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

References	Statement	CE response and recommendation
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.	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-C9-1897	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.

References	Statement	CE response and recommendation
NTA-C9-1904	<p>concerns regarding the communication strategy tour constituents.</p> <p>The overall proposal lacked specific detail to how this project would impact people's homes and the inclusion of possible CPO to residents was inappropriate and caused stress and anxiety to many people.</p> <p>The proposed design where challenging to read an many residents epically elderly residents and those who were challenged by IT and online systems found if difficult to access information.</p> <p>The initial proposal to hold one community forum clearly indicated that this was a top-down approach to implementing this plan and although while additional community forums were welcome it is crucial that local communities must be involved in future draft plans.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1910	<p>Access to the north side of the city by push bicycle is not easy</p> <p>Both electric bicycles and e-scooters are popular for ease of accessing the hills of the north side of Cork city.</p> <p>Micro-mobility, including electric bicycles, e-scooters, mobility scooters and electric wheelchairs should also be considered by BusConnects</p> <p>Examples include:</p> <ul style="list-style-type: none"> • Actively promoting and supporting electric micro-mobility as transport options • Rolling out a public e-bike or e-scooter sharing scheme for the north side of the city • Provision of sheltered and secure bike parking near bus stops (and integrating the city bike share scheme into public transport ticketing) to facilitate multi-modal transport, using micro-mobility for the last mile. • Better supporting the carrying of e-scooters and folding bicycles on city buses • Wide net 30km/h zones across urban neighbourhoods • Allow cyclists and e-scooter users to travel on all bus lanes and through all bus gates • Allow cyclists and e-scooters to travel in both directions on streets that are one-way • Pilot schemes should be trialled in Cork as part of BusConnects to support the purchase of micro-mobility options by residents. <p>It should be clear that cycle lanes are also for use by e-scooters, mobility scooters and electric wheelchair users.</p> <p>Cycle lanes must be kerb-segregated from motor traffic for safety and confidence.</p>	<p>Cycling facilities will be provided in accordance with the relevant guidelines. In this way the infrastructure be developed to accomodate micro mobility.</p>
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.</p> <p>Replacing these pedestrian lights with a bridge would reconnect the community and eliminate a double set of lights for motorists near Mary McSwiney Bridge.</p> <p>Improved active travel should be considered for the junction of Pophams Road across the N20 travelling to Brothers Delaney Road.</p> <p>The shopping centre is a key destination for residents on the western side of the road</p> <p>N20 is a significant barrier to active travel from these areas to the shopping centre.</p> <p>Supporting measures for micro-mobility</p> <p>Access to the north side of the city by push bicycle is not easy and solutions need to be considered</p>	<p>Proposals for improving the pedestrian and cyling connectivity in Blackpool will be considered as the design develops.</p>

References	Statement	CE response and recommendation
NTA-C9-1910	<p>S suitably designed bus shelters are a necessary part of the bus service and must be installed at every stop.</p> <p>Bus shelters must be thought of as every bit key to the operation of the bus service as a tram stop is to the operation of a light rail system. Their design and implementation must be considered as central and support other infrastructure.</p>	<p>The BusConnects project involves the provision of new bus stops and shelters with better signage and information. As the project progresses bus shelter details will be developed. It is recognised that bus shelters are an important provision within the project.</p>
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>People under the age of 18 must also be represented.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1910	<p>I am supportive of the proposals.</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>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1915	<p>The proposal was very weak on detail and practical impact on local communities was obvious as in some areas the proposal is impossible to implement.</p> <p>It is important the local communities who have a strong neighbourhood community should not be scarified in this process.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>

References	Statement	CE response and recommendation
NTA-C9-1915	<p>The overall proposal lacked specific detail to how this project would impact people's homes and the inclusion of possible CPO to residents was inappropriate and caused stress and anxiety to many people.</p> <p>The initial proposal to hold one community forum clearly indicated that this was a top-down approach to implementing this plan and although while additional community forums were welcome it is crucial that local communities must be involved in future draft plans.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1915	<p>This proposed plan will restrict and divert traffic, implement one-way systems, through neighbouring estates of the proposed routes and traffic may be diverted through estates.</p> <p>This is concerning. The proposed design where challenging to read an many residents epically elderly residents and those who were challenged by IT and online systems found if difficult to access information.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1915	<p>However, we do see positive aspects to this proposal such as increase frequency of new bus routes, increase in the bus fleet and integrated ticketing are positive aspects of the proposal.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1917	<p>There is no justification on any grounds – be they environmental, relation to Cork City's heritage/ character, or regional impact – for this route to proceed as currently proposed.</p>	<p>Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-1922	<p>So, please keep cyclists segregated from both buses and general road traffic where at all possible.</p>	<p>Cycling facilities will be provided in accordance with the relevant guidelines.</p>
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>	<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-C9-1924	<p>All bus stops must provide full accessibility for mobility impaired passengers.</p>	<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</p>
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>	<p>Noted. As the project progresses and the design develops facilitation of mico mobility will be considered.</p>
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>	<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.</p>
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. 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>	<p>This statement supports the aim of the project.</p>
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>	<p>The NTA welcomes this positive feedback and support.</p>

References	Statement	CE response and recommendation
NTA-C9-1924	Consideration must be given to residential access, business deliveries, and remaining local access traffic	Consideration has been given to local access, business deliveries and residential access. Retaining accessibility for these important functions will continue as the project progresses and the design develops.
NTA-C9-1924	In some instances, cycling infrastructure that would enable joining the corridors or crossing is not clear. We favour the option of cycle lanes having separate routes to the main public transport routes. Ensure that the various cycling lanes across the city connect to each other and do not operate in silos.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1924	Developing the public realm will also require a high standard of facilities at bus stops, including shelters and reliable real-time information at all stops. Smart technologies should allow for considerable advances in these areas in the coming years.	Noted
NTA-C9-1924	While the BusConnects project primarily concentrates on the city bus network, full integration of the interurban services, LocalLink services, rail services, future LUAS, the best use of interchange hubs with Park and Ride/Stride and active travel (walking and cycling) to enable the highest volumes switching to travel sustainably, including public bike-sharing and car-sharing, in planning, ticketing, information and communication design is essential	The consultation is focused on the proposals contained in the Sustainable Transport Corridors.
NTA-C9-1924	Attention must be paid to location of bus stops, available space, quality of place and access routes/prominence in city space. The locations and design of bus stops should follow the idea of placemaking and allow to spend waiting time in a meaningful way (benches, shop windows, wifi, etc).	The design of bus stops will be progressed as the scheme progresses and topographical survey is available.
NTA-C9-1924	The widening of the roads within a streetscape and the removal of urban green spaces, green verges, hedges and street trees should be avoided as far as possible – for the sake of a high-quality public realm, climate change resilience and local biodiversity.	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-1924	Under the European Commission's Cities Mission programme, Cork is one of 100 cities who will lead the way on climate action and smart cities across Europe. Cork needs to live up to and meet this designation in which cities act as testbeds for innovation in climate action enabling all European cities to follow suit by 2050. Reducing transport emissions will be a key component in achieving that vision for Cork by 2030.	Noted this statement supports the aims of the project.
NTA-C9-1924	Loss of parking is in part unavoidable, but where possible efforts to identify alternative parking should be made.	Noted
NTA-C9-1924	Alongside Bus Connects, there is ample opportunity to address congestion associated with the school run. More students travelling to school independently using public transport, walking and cycling can enable the reduction of local car traffic.	This statement supports the aims of the project
NTA-C9-1924	We recommend specific investment and co-ordination in terms of the development of the public realm alongside the delivery and rollout of BusConnects. It is important that the interchange between frequent bus routes will have a high-quality public realm. Factors such as good street lighting and open and pedestrian-focused spaces enhance the city's overall look and feel, as well as its safety.	Public realm improvements will be developed as part of the proposals. The mutlidisciplinary 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.

References	Statement	CE response and recommendation
NTA-C9-1924	Cork's streets often have a limited width, and present cross sections often do not allow for the installation of general traffic, bus- and cycle lanes on a continuous basis. While additional 'land-take' in places appears to be unavoidable, a measured approach should be taken	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-1924	Cork Chamber and its members have valued this consultation process, and the NTA's commitment to listening to local businesses and residents to improve the proposals and find viable alternatives in its second iteration. Incorporating local knowledge and being cognisant of the rich heritage and the cultural fabric of the city will be crucial.	This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-1924	Supportive of the BusConnects Cork first phase of public consultation on the creation of 12 new Sustainable Transport Corridors (STC) with 93km approx. of bus lanes with the aim of making the bus system operate more efficiently, and to encourage more active travel and the realisation of our 15-minute city ambitions. We acknowledge and recognise the importance of the public transport and the bus network at its heart, as backbone of public transport in the city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-1932	As a general rule I am in favour of adding more cycle paths.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
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.

References	Statement	CE response and recommendation
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/ .

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NTA-C9-1955	<p>The consultation strategy for the proposed project is problematic because residents have only been consulted after decisions have already been taken.</p> <p>On attending meetings with officials we were told repeatedly that everything was up for consultation, but clearly such communication is disingenuous.</p> <p>This information is extremely hard to access in drop down menus and will have been missed by interested parties.</p> <p>The main consultation portal only provides summaries for the “preferred routes” in “brochures” and gives very little information on specific scoring mechanisms. It appears to strongly contravene expectations in the Aarhus conventions around accessibility to information about environmental change.</p> <p>Clarity on overall aims of the process show significant shortcomings. I asked repeatedly what the overall objectives of the scheme are and they were articulated by officials as getting things moving. BusConnects has a mandate to provide a more efficient bus service but it is not clear that overall aim of increasing sustainable travel choices is driving those efficiencies.</p> <p>The overall plan should consider several more one way systems for private transport and low-traffic neighbourhoods. Private transport is necessary for residents, especially those with accessibility issues but the incentives should require people to travel longer by private transport thus making public transport the predominant choice for journeys along public transport routes.</p> <p>Finally it is clear that a tram is planned along the routes as part of the metropolitan plan. Officials are claiming that is another bodies responsibility but there is clearly an ask here that aims to facilitate the light rail. If detailed plans are not presented for both, knowing that both are policy, this is again in contravention of legal expectations around citizen information.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-1955	<p>Monetary compensation cannot account for noise and vibrations, safety issues and crossing threats that will result in closeness to busy roads with large vehicles passing at the new rates envisioned by travel efficiencies, as well as loss of biodiversity and investment in gardens and community.</p>	<p>The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-1960	<p>I object to the proposed Maryborough to City bus connect scheme as Bernadette way and Castlegreine are not suitable for the volume of traffic that will ensue</p>	<p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.</p>
NTA-C9-1964	<p>As a resident of Seven Oaks I think there will be excessive noise when the trees and wall are taken down especially from the busses and extra traffic</p>	<p>The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-1967	<p>I broadly support BusConnects and see it as a way of meeting our sustainable travel goals. An affordable (preferably free), well-serviced and reliable service is crucial to encourage people to travel by bus.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-1971	<p>I fear for the safety of my children as pedestrians on the roads with the proposed changes made.</p>	<p>The final designs will be rigorously assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.</p>
NTA-C9-1974	<p>it should be considered to provide one month free public transport in Cork to promote the initiative</p>	<p>Noted</p>
NTA-C9-1974	<p>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</p>	<p>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.</p>

References	Statement	CE response and recommendation
NTA-C9-1974	Residents directly affected by the removal of on street parking should perhaps be provided with travel passes.	Noted
NTA-C9-1974	It would be ideal if tree removal should be avoided as much as possible. If it's unavoidable then replanting of trees should be prioritized wherever possible nearby.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-1974	I believe that bus lanes and bus priority lanes are only effective when enforcement is in place. Buses should be equipped with external facing cameras to record and report any violations caused by drivers when driving on bus lanes during designated times.	Supporting measures to ensure compliance with the measures proposed are under consideration.
NTA-C9-1975	There must also be some acknowledge that public transport and use of bicycles is not accessible or suitable for all those in the community with particular consideration of those with limited mobility, children with sensory difficulties etc.	Accessibility by car will continue to 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-C9-1975	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.)	<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-C9-1980	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.

References	Statement	CE response and recommendation
NTA-C9-1988	There should be more reallocation of road space from general traffic to bus, bike and pedestrian space and less road widening. Ensuring continuous uninterrupted and direct bus and cycle routes must continue to be the top priority when changes must be made.	Noted
NTA-C9-1988	Traffic reduction measures, such as, bus gates, turn restrictions, one-way systems and limiting junction capacity should be used more extensively. Including to reduce motor traffic on route to a level where bus lanes are not required so avoiding widening. Where there are no other options for local access making one way or bus gate use at a pinch point impossible traffic management at surrounding junctions should ensure the reduction of traffic along that section of the route to a level where a bus lane is unnecessary.	The revised proposals include more extensive use of bus gates and traffic signal control bus priority as suggested.
NTA-C9-1988	Cycle route design should reflect that fact that most cyclist using the route will use the route for only part of their journey and so should ensure that route are easy to join and leave from all adjacent road's paths etc.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-1988	Where consultation means that residents parking should not be removed this should be at the expense of the removal of general traffic lanes not the removal or narrowing of footpaths, cycles lanes or bus lanes.	Noted
NTA-C9-1988	Where land acquisition is considered and number alternatives should be looked at first including the removal of general traffic lanes, one way access only and the use of a bus gate through the pinch point.	Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties. Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/ .
NTA-C9-1988	I strongly support the concept and general philosophy of Bus Connects, of practising public transport and active travel over private motor vehicles. The provision of continuous cycle and bus routes free from danger and congestion should be of the highest priority.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2009	Regarding the cantilever bike route crossing over by Caste View terrace, this will block access to the slipway and harbour area by Castle View Terrace which is earmarked for development in the city development plan as a river amenity access in the future. Also the cycle boardwalk passes in front of and blocks access to the private harbour at the back of Castle View Terrace. It will also block access to the protected Patent slip in the old Harbour Commissioners yard. One solution might be to install a dutch-style canal lifting bridge which would still give access to the Patent slip from the river. This would add a feature to the boardwalk and enhance the area. It would probably work best to merge the cycle lane and bus lane at Castle View terrace as far as water street as traffic will have to slow down anyway due to the the right angle turn onto Water Street. Or another option is to merge bus and cycle traffic for 50 m as far as the new access road planned along the eastern edge of the Harbour Commissioners. Also the cantilevered cycle way / boardwalk along the river would first need structural repairs to be carried out to the quay walls as these have been neglected for some time. A 40 m section of the quay wall on the Lower Glanmire road collapsed into the River Lee in October 2008. Link to article : https://www.irishexaminer.com/news/arid-20076034.html The cantilevered cycle way would need to be positioned high enough above the river due to the high tides and wave action. By the mid 2030's the lunar cycle will again amplify high tides as well as amplify any incremental rise in sea levels due to climate change.	The proposals for STC A in the vicinity of Castlevew Terrace will continue to be developed as the project progresses. Engagement with the relevent stakeholders will be required to determine the appropriate solution at this location.

References	Statement	CE response and recommendation
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.</p> <p>It's more important to retain active travel infrastructure and green infrastructure, to retain mature trees (or to plant trees where they are not already present), than it is to try and shoehorn bus corridors onto existing traffic routes, with an attempt to retain the latter. There simply isn't enough space.</p> <p>This is a huge opportunity to install a scheme fit for the challenges of the immediate future, a future which must de-prioritise the car.</p> <p>Given population projections for the city and county, it is simply not feasible that we will be able to accommodate continued car use, at current levels, into the future (it's already unfeasible).</p> <p>In itself, such an emphasis on our transport networks, away from the car, would encourage further modal shift. If there are those who still need to drive, they could still do so, albeit perhaps with slightly more convenience in terms of directness of route (albeit then again, perhaps with less traffic as a result of the busconnects scheme and active travel networks).</p>	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.
NTA-C9-2015	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.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2023	<p>If people are to lose parking spaces, let it not be for this ill planned venture.</p> <p>If people are to use buses, why not a larger fleet of smaller more frequent electric busses that operate on a more regular service.</p> <p>Please make vast practical improvements to this plan rather than ruin our beautiful though flawed city.</p> <p>Let it be planned locally, sensibly and realistically, please.</p>	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.
NTA-C9-2024	<p>I would urge the NTA to keep an open mind in relation to, but in the short to medium term, improving the quality of our bus network is essential and naturally to achieve that, certain measures will be necessary.</p> <p>This could naturally include, bus prioritization, ensuring routes are designed in the optimum way to carry the most possible passengers and that there are logical connections to centres of healthcare, an education and industry of leisure and so on.</p>	Noted
NTA-C9-2024	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.	Noted
NTA-C9-2024	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.	Where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project

References	Statement	CE response and recommendation
NTA-C9-2024	<p>There are many people who are likely to lose parking outside of their house and along that run of street and those who are likely to lose either footpath space or green space to facilitate either bike lanes or bus lanes.</p> <p>This is a matter of some regret and these people, whatever the outcome of this proves, should have been contacted directly and in any future iteration of this approach, this should be the presumption that if there is any impact that directly affects a resident that they are contacted directly.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-2024	<p>Cork is in need of new parks and green areas, and some of the BusConnects plans for addition of trees to certain areas could be expanded upon further, with the addition of benches and other amenity, to create a series of new 'pocket parks' across the city - a move which would be welcomed in neighbourhoods across the city.</p>	<p>Public realm improvements will be developed as part of the proposals. The 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.</p> <p>The best example I can think of is the Glider in Belfast which has been tremendously successful and popular. We need to transform how people think of buses in Cork issues of livery and brand are important.</p> <p>The presentation will be important. In a related manner, and perhaps this is a contradiction to my previous point, I have heard the point made that there is a fondness for the Bus Éireann branding, the red setter and so on and that some will regret it's ending.</p>	<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 connects however is a real concern for many locals in Ballincollig who have been in contact with me.</p> <p>Can Bus Connects provide routes not just on the chosen corridor but also on parallel routes?</p> <p>Can infrastructure on the straight road be improved for cyclists or could Bus Connect also advance the cycleway from the Regional Park to the Lee field and on into the city to give cyclists real options?</p> <p>Bus Connect needs to look again at the plan for Main Street Ballincollig.</p> <p>There are many positive features to the Bus Connect plans including improved access for bus and cycleway and NTA need to implement it in a way that will work for all locals.</p> <p>NTA need to take this opportunity with the public consultation to listen to the local view, the very real concerns of residents and improve the plan before doing anything else.</p>	<p>The Sustainable Transport Corridors are the busiest routes into and out of the city centre. Buses will continue to travel on other routes. This statement requests the BusConnects project to progress other cycling projects. These are being progressed by Cork City Council which will continue. The statement request local views are taken into consideration. During this consultation phase almost three thousand submissions were received in total. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>

References	Statement	CE response and recommendation
NTA-C9-2042	<p>They outline their concern at the disruption and the way that some of the work may disimprove things locally and the way removing of trees would injure the Ballincollig landscape.</p> <p>Residents point out that it doesn't make sense to remove part of their gardens and a large number of trees when there is already a very wide road in place.</p> <p>Similarly on the eastern side of the village, from the East Gate and on towards Poulovone where residents outline concern on gardens and trees being removed again despite there being bus lanes and wide paths in place for much of this road. Cutting into these landscaping and trees would be an injury to Ballincollig and not the way NTA should advance Bus Connects.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-2043	<p>I welcome the introduction of these sustainable transport corridors. In particular the use of bus gates on some corridors is to be welcomed as they provide priority for sustainable modes of transport without the need for road widening.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2045	<p>This plan has the chance to be transformative for Cork. Implementing it would, in my view, make Cork an even more attractive place to live.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2052	<p>Bus connects is crucial for the future of transport in cork. Without it, the city will be sending a message that the car dependent sprawl is the prefers method of growth for the city.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2056	<p>My world is narrowed into "islands of accessibility": the small cluster of spaces and places I can access via walking, bus and cycling.</p> <p>BusConnects and its improved walking and cycling infrastructure and increased bus service quality has the potential to be revolutionise the way I encounter mobility, space and accessibility.</p>	<p>This statement supports the aims of the project.</p>
NTA-C9-2056	<p>I support the reallocation of space from motorised vehicular dominance to a more fair approach, where walking, cycling and public transport are given a fairer allocation of space than we currently have.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2062	<p>There are too many schools in the area the traffic will be way worse.</p>	<p>The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p>
NTA-C9-2064	<p>The opportunities this scheme will provide will steer the public away from selfish and antiquated attitudes towards our public transport network and will result in cleaner air and calmer, safer roads.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2072	<p>One good line would be better than a lot of terrible unreliable buses.</p>	<p>By removing buses from traffic congestion, punctuality and reliability of the bus system will be greatly improved.</p>
NTA-C9-2072	<p>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.</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-C9-2072	<p>Use trees and furniture to slow the cars and buses down. We all need to slow down a bit.</p>	<p>Noted</p>
NTA-C9-2072	<p>We are so short of trees in the City, any tree that is removed is a crime against the air quality in the city.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-2074	<p>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.</p>	<p>This statement supports the aim of the project.</p>

References	Statement	CE response and recommendation
NTA-C9-2086	As for trees. They also need to be given priority. There is no replacement for a mature tree so all effort to maintain them must be made.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-2088	consideration needs to be given also to the fact that female journeys tend to be circular and as such may use more than one bus route to get from a to d to b to f to c to z.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-2088	Cork needs protected cycle lanes, especially in the North of the city in order to encourage active travel. Existing cycle lanes are great, however they are all concentrated in the south side.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2088	consideration needs to be given also to the fact that female journeys tend to be circular and as such may use more than one bus route to get from a to d to b to f to c to z.	The designs will be progressed to consider factors such as street lighting and open and pedestrian-focused spaces to enhance the city's overall look and feel, as well as its safety.
NTA-C9-2088	The bus connects sustainable transport is great. Existing cycle lanes are great.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2091	cycling infrastructure should be protected and completely segregated from encroachment of drivers on both sides onto the footpaths and cycle lanes.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2091	I would also support the move to reduce or eliminate on street parking. It is wasteful to spend >95% of a car's life obstructing main roads.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2094	The public space is not the private parking space of any individual or commercial business and so the argument that parking needs to be maintained is not in the interest of the greater good, As for ccp.	Noted
NTA-C9-2094	As for trees. They also need to be given priority. There is no replacement for a mature tree so all effort to maintain them must be made.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-2096	<p>The plan should front load as many of the easy implemented aspects as possible, including more pedestrian crossings, increased and more reliable bus services, bus shelters at all stops, cheaper and more flexible fares, new cycle lands, connecting existing cycle lanes, and tree planting.</p> <p>The plan should commit to planting at least the double number of trees felled and increase the provision for the number of micro-green spaces in the plan.</p> <p>The plan has provision for Capwell Road/High Street to be designated as 'Quiet street will provide a safer and more attractive environment for pedestrians and cyclists.' with 'New landscaped urban park area created on what was previously roadway.'. These enhancements should be added to the aforementioned network of roads.</p> <p>An additional pedestrian crossing needs to be added adjacent to Cork Constitution Rugby Club at the brow of the hill to enable access to the Beaumont Park and for primary school children going to Beaumont National Schools.</p> <p>Given that there is sufficient space for two rows of parked cars and two-way road, a more minimum interventionist approach would simply remove the on-street park to create shared bus/cycle lanes on either sides and retain the two-way street for private cars.</p> <p>This has the added advantage of prevent the removal of existing trees and use of CPOs.</p>	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.

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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.

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NTA-C9-2117	<p>It is crucial that every element of the BusConnects process supports the eventual implementation of light rail, something we're pleased to have seen so far. the implementation of centre running bus lanes, as they are noted for easier upgrading to rapid transit standards, significantly reducing the construction time and upgrading cost</p> <p>Bus shelters need to become ubiquitous across the network in order to increase patronage and user experience</p> <p>We also recommend usage of pro-biodiverse grass topped bus shelters, as discussed in more detail in submission NTA-C9-769 by Green Spaces for Health.</p>	<p>Proposals for a light rail scheme extending from Ballincollig to Mahon are contained in CMATS. In advance of the development of this light rail corridor, and to allow the development consolidation to support its delivery, it is intended to serve this route with a high frequency bus service and to develop bus priority measures along the route to enable a high level of performance in advance of its transition to light rail. In addition consideration of the light rail proposals will be required along those routes where they potentially interact.</p>
NTA-C9-2117	<p>We are calling on the NTA to include the Park and Ride plans within the next round of STC consultation.</p>	<p>Park and Ride plans are being developed in the wider BusConnects Cork programme as part of separate project.</p>
NTA-C9-2117	<p>there is a strong concern that BusConnects has fumbled at launch, with a perceived (and sometimes real) lack of quality public information and the decision to route buses through the Mangala opening the door to further criticism of the project 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.</p> <p>There also needs to be a significant effort for BusConnects to step up the effort in showcasing the positive aspects of BusConnects</p> <p>The BusConnects team needs to increase the outreach efforts significantly - even showcasing the statistics on faster travel times, added routes, number of new trees, and so on.</p>	<p>Noted</p>
NTA-C9-2117	<p>We strongly urge the NTA to consider school zones, where there are explicitly delineated safe cycleways, bollards, quiet corridors and walkways from nearby bus stops, incorporation of large bus shelters at nearby bus stops, and full pedestrianization and local access only schemes nearby to schools.</p>	<p>School zones are being delivered through the Safe Routes to School Programme.</p>
NTA-C9-2117	<p>We support the call for a 'parking census', to properly examine the parking habits of people in the city.</p> <p>We believe that this will provide useful information on how to make upgrades to the public realm 'go down easier' for local communities, as well as provide information on how surpluses of parking can be reduced in key areas in favour of sustainable mobility.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-2122	<p>Removal of car parking spaces at public amenities, schools, churches, local shopping areas and areas that would traditionally have a high demand for parking should have parking maintained especially when these services and amenities are mainly being used mainly by the young and old in our society.</p> <p>The elderly, disabled and young families would be left in a vulnerable position if they were not able to access these areas easily. In many cases vulnerable members of society depend on their private car to access services and it can be a lifeline for them.</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-2122	<p>In many cases these spaces would be used by people operating in a caring capacity - removal of the spaces would lead to isolation for the homeowner in many cases and would leave many in a vulnerable position.</p> <p>Input from the local community is crucial in deciding areas for placement of new bus stops. The local community know the area more than anyone else and they will inevitably be the ones using the service so their input here is crucial.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made during the public consultation and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>

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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 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-C9-2126	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.

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

References	Statement	CE response and recommendation
NTA-C9-2170	<p>Diversion of traffic at the edge of the town centre does not make much sense to me as the volume passing through is not large except for school times.</p> <p>Diverting traffic from the east down Harrington St will only cause logjams elsewhere as the route will take you through the car park and out onto Station Road via Baker's St which in effect ends in a narrow T junction with little room for large vehicles to turn.</p> <p>These roads are very busy during school times as parents collect their children from the local boys and girls schools and there is no proper traffic management in place.</p>	<p>The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>An Environmental Impact Assessment will be undertaken as part of the planning application for the proposals. This will include traffic modelling to assess the impact and identify mitigation measures where these are necessary to address the impacts.</p>
NTA-C9-2170	<p>The removal of two rows of car park spaces (approx 40 spaces) in the eastern part of the public carpark to facilitate this road will be detrimental to the local business in this area as parking in this area is very restricted at present.</p>	<p>The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.</p>
NTA-C9-2177	<p>I am in overall support of this bus connects proposal. I hope that the trees will be adequately replaced and that traffic management can be improved at the aldi traffic junction at the old Fort Road.</p> <p>Today I cycled from East ballincollig to west ballincollig and found it very unsafe in its current format. I think the proposal will make cycling easier for the town.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2181	<p>I welcome the proposal of developing sustainable and more efficient transport links in the Cork City area. I understand the aim of the proposal and certain design elements but feel some areas are not fully considered or could be strengthened with data.</p>	<p>As the project progresses additional data such as topographical, tree and traffic surveys will be used to improve the proposals</p>
NTA-C9-2181	<p>I would expect that claims about bus journey time reductions or projected user volumes can be validated with extensive testing and surveying but this is not evidenced.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-2184	<p>As a bus user and occasional cyclist, this is a big improvement on the current bus network and cycling infrastructure and I fully support it.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2189	<p>Consider the possibility of central running bus-lanes. Frequency, reliability and the shortest possible journey times will impact on ridership and the overall quality of the service.</p>	<p>This possibility of central lane running will be considered during the scheme design. The practicality of set down and pick up at bus stops will be important considerations. The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.</p>
NTA-C9-2189	<p>As a rule of thumb, consider 100mm of horizontal segregation for every 10kph of permitted speed allowed for general motor traffic. 30kph = 300mm, 50kph = 500mm etc.</p> <p>The current plans suggest just a kerb will be all that is delineating the space between a cyclist and a double decker bus travelling at 50kph. Cycling must feel safe to do if it is to be adopted by more people.</p> <p>Avoid unnecessary, unsafe and untested lane narrowing for bicycle users at bus-stop bypasses.</p>	<p>The cycling facilities will be provided in accordance with the relevant guidelines.</p>
NTA-C9-2192	<p>I wish to welcome the introduction of Bus Connects plans for Cork City. the plan to improve access for buses will ensure that Cork is more accessible by bus and will make the city centre more vibrant and modern.</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2195	<p>A timetable for delivery of the proposed P+R at Ballincollig West, N28 at Carrigaline Rd and Blarney/ Stoneview should be provided to provide confidence in the BusConnects project and to reassure businesses in Cork City from fears on the inevitable loss of parking.</p>	<p>Park and Ride plans are being developed in the wider BusConnects Cork programme as part of separate project.</p>
NTA-C9-2196	<p>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.</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-C9-2200	<p>I fully support BusConnects and the plans to finally improve public transport in Cork.</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>

References	Statement	CE response and recommendation
NTA-C9-2201	How can it be a good idea to divide Cork with North American style highways, bulldoze our history, pulverise hugely valuable mature trees, devastate hundreds of attractive gardens, irreversibly change whole neighbourhoods, .	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-2203	Access to sustainable high quality and quick forms of public transport is essential along with the provision of safe accessible cycling infrastructure to allow Cork to grow as a modern city.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2204	My question/suggestion is will measures like cul de sacs, traffic lights, one way traffic, height restrictions on one side etc be used as a deterrent to this new increased danger. Lower Kent Road already has traffic cutting through from Tramore road to Pearce road, with the introduction of priority bus traffic lights on route H, the traffic volume cutting through lower Kent Road will become more dangerous to kids playing on the green especially.	The need for traffic management measures will continue to be reviewed as the design progresses.
NTA-C9-2208	The parking outside cork constitution provides children and families the opportunity to enjoy the rugby provided by the historic club. This parking also provides much needed spaces for big matches at both pairc ui rinn and pairc ui chaoimh.	The removal of some on-street parking spaces will be required to facilitate the construction of the scheme. The proposals have sought to minimise this impact as much as possible and identify opportunities to provide replacement parking where this is possible.
NTA-C9-2213	To cycle from Blarney to the rest of Cork City you need to cycle along a busy dual carriageway or on a path next to it where people walk. While there is a bus service to Blarney it's obviously not adequate. There are huge traffic jams every morning. It's unsafe to cycle, there are no cycle lanes in the village or surrounding roads. The busy road up from the local secondary school doesn't even have a pavement.	Blarney is outside the scope of the Sustainable Transport Corridor project. The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-2217	Current buses are unacceptably unreliable and slow The additional dedicated bus routes are essential to restoring some faith in the system and making it more attractive, benefiting everyone in the process via reduced traffic, emissions, journey times, and costs.	The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-2217	Cork cannot handle its current level of traffic and intends to grow substantially over the next decade. This growth can only be supported by public transport and cycling as there is no possibility of adding significant additional amounts of road capacity or parking.	Noted
NTA-C9-2217	If Ireland is to reduce it's 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.

References	Statement	CE response and recommendation
NTA-C9-2221	The removal of hundreds of mature trees and the replacement with only minimal numbers of sapling trees is abhorrent. There has been no attempt made to save or successfully relocate the trees (as is done in Japan and Singapore consistently when infrastructure impinges on their current location), nor replace with the same amount - or as should be in a climate crisis - more.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-2221	Ireland lags very seriously behind in this aspect so in theory I strongly support a bus connects proposal. Overall bus connects can only enhance the city and its liveability, in particular with our extremely high NO2 levels (linked with early mortality) and the impending increasing population, but also for visitor's who have little options at the moment.	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2223	why are you getting rid of basically all the trees along boreenmanna road? first of all the trees make the city look nicer which i'm sure is the only thing you guys care about and secondly we need to be planting trees not cutting them down? enough trees have been destroyed and burned in cork alone so we need to be planting more to make up for our mistakes, not furthering the problem with a so-called sustainable system.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
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. Cyclingn faciities will be provided as per the relevent 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.

References	Statement	CE response and recommendation
NTA-C9-2247	A big cost to the environment with the removal of trees.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as 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-C9-2251	<p>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:</p> <p>The routes that bus stops will be serving need to be considered when choosing locations. All bus stops should be provided in legible stop pairs, as close as possible to directly opposite each other, to ensure that people can travel in both directions to or from each stop location. Bus stops should be placed in locations that serve all routes in all directions at interchange locations. Stops at interchanges should also be located in close proximity to each other to minimise walking distances during interchanges.</p>	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.	<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-C9-2252	I also object to the propositions to purchase private gardens to facilitate the planned corridor, especially where this will have a considerable negative impact on the families involved.	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
NTA-C9-2254	With heavier traffic that has impacted on the Primary and Secondary schools in this area ! That has 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	<p>100% Support for this plan.</p> <p>While there are some issues to be ironed out, the NTA should get on with it and create a modern and sustainable form of public transport that all the people of Cork can avail of, regardless of their socio-economic standing.</p>	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2260	<p>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.</p> <p>Cyclists are among the most vulnerable group on the roads and infrastructure needs to be put in place to protect them on roads. The Bus Connects plan is critical to creating these key corridors.</p>	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2261	This proposed road restructuring of the Mahon to The City via Boreenmanna Road makes absolutely no sense whatsoever and will ruin a perfectly route that already exists and works perfectly and already accommodates all the proposed changes outlined by this plan.	<p>This non-statutory public consultation was undertaken to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-2262	No information has been provided on how the proposed routes have been selected and no alternatives have been provided for the majority of designs.	Draft Options Report were provided as background information to assist in understanding the alternatives considered.

References	Statement	CE response and recommendation
NTA-C9-2262	<p>Treelines, hedgerows and parklands have not been clearly represented on the drawings.</p> <p>The constant change in orientation between maps is very confusing.</p> <p>Each map should at the side show which other map(s) will show the continuation of the scheme.</p> <p>Map 10 & 11 It is not clear if a new bridge is proposed by the revised layout where high street meets southern road. The level of detail provided is wholly inadequate.</p>	<p>The current proposals have been designed using the latest Ordnance Survey Mapping, which is standard practice for the early stages of design of transport infrastructure projects. The OS mapping used was the most accurate and up-to-date mapping information available at the time. Detailed three-dimensional (3D) topographical surveys for the entire route have been procured and will be used to inform the next stage of design. Additionally, a range of other surveys will be conducted (for example, detailed tree and traffic surveys) to gather data that will also be used to inform the next stage of design.</p>
NTA-C9-2262	<p>I welcome the overall bus connects scheme aim to make the public transport network in Cork more reliable and increase capacity for the transition away from dependence on individually owned, largely fossil fuel powered vehicles.</p> <p>I also welcome improvements in cycling infrastructure which will hopefully continue the uptake of cycling, particularly amongst school going children and parents in the local area</p>	<p>The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>
NTA-C9-2262	<p>Information with regard to Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) should have been provided with the consultation documentation. the consultation cannot possibly comply with the Aarhus Convention to which Ireland is a signatory.</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p> <p>The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-2267	<p>Why would a new cycle lane be created for Wilton rd when a cycle lane known as Schoolboy Lane already exists at the moment which links magazine rd to Glasheen Rd.</p> <p>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.</p> <p>A cycle lane at rear of our houses would also remove access from those houses to the green area which has been enjoyed by our children down through the years.</p>	<p>Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-2281	<p>An Taisce Corcaigh welcomes the BusConnects Cork project and support the main principles underlying the project as set out in the NTA documentation.</p>	<p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-2282	<p>I fully support the Cork Bus Connects project as outlined.</p>	<p>This support for the BusConnects project is welcomed.</p>
NTA-C9-2284	<p>I am in favour of the current bus connects plan as presented.</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>

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

References	Statement	CE response and recommendation
NTA-C9-2293	<p>*Contraflow Cycleways should be used extensively in Cork to increase the mesh side of the cycling network</p> <p>*Could Kent station be deemed a priority node on the walking and cycling network, ensuring adequate age-friendly seating along the routes to the station, sheltered secure parking in proximity to the station itself, and bike share scheme stations also made available.</p> <p>*Cork enjoys quite a few vibrant pedestrianised streets. Please do not use Dismount Cyclist signs as the network is designed and delivered. People will instinctively slow down but some disabled cyclists cannot dismount from their cycles which are used as mobility aids for independent living</p> <p>*Any trees that are being removed need to be replaced with others of similar maturity (or multiple trees) and should not be removed where private car traffic can first be reduced. Where</p> <p>*Could congestion of pedestrians and cyclists be the main objective to alleviate, then congestion of those taking public transport, over and above any private car congestion. This would follow the DMURS Hierarchy of Street Users and make active and public transport modes competitive and more convenient and comfortable to those using inefficient private car transport.</p> <p>*Could any ecar charging points be part of a traffic management plan, and not encroach on current and potential active travel infrastructure roll-out. Ideally space could be grouped together, and removed from on-street parking to outskirts or specific estates.</p> <p>*Where radii are being tightened to improve safety for walking and cycling, can these be built out with planting of pollinators</p> <p>*Could roundabouts be redesigned to the Dutch style roundabout standard</p> <p>* Each component of the cycling network needs to be expanded to created a more cohesive network throughout the city with priority nodes for Kent station, bus stops, schools, hospitals, playing pitches and sports clubs, major shopping areas and</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?</p> <p>While one way streets may make it easier for buses, those who feel they need to make a particular trip will end up circling around to get to their destination and create more difficulties in other parts of Douglas.</p> <p>Though it may be unintended the consequences will be there anyway. All the no turns additions are likely to have the same consequences</p>	<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.</p> <p>I note there is a seemingly huge loss of mature trees and integrated hedgerows and other vegetation.</p> <p>The proposal notes the loss of 297 trees.</p> <p>That number and observation of the maps leads me to believe this may be underestimated.</p> <p>The loss of trees alone from the bridge over the Mangala may well account for 30-50% of this number.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-2295	<p>The proposals would make deep and significant changes to how people are used to travelling around Cork at the moment, discommoding people in the short term as a better multi-modal system is built in place of the current car-dominated system. 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>

References	Statement	CE response and recommendation
NTA-C9-2298	Issues with reliability of services and information Possible error in stop - Map 17	The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-2301	With all these bus corridors both I and my family would like to use the bus more. On several occasions in the past the bus has failed to come due to a driver not showing up for work. Can it be made a policy that all buses run.	The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys will be faster and, even more importantly, arrival times will be more consistent and dependable.
NTA-C9-2302	It appears the focus of Busconnects is getting passengers into the city a few minutes earlier and to get more people to ditch their cars - very little return for the investment of over 600 million. Why not get all the STCs to terminate at the one point in the city to facilitate all travellers. Ask a wheelchair user who has to travel from Douglas to Holyhill daily - will have to wheel from South Mall to Patrick St to get the new BusConnects	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-2303	Cork City Council acknowledge that cities and towns evolve over time and the objectives in the Development Plan aims to protect the unique character and built fabric of the city. Proposals for new development must have regard to the built heritage of the City which contributes significantly to the city's identity, taking into account its street pattern, local architectural building styles and public spaces. See Chapter 8 of the Cork City Development Plan 2022-2028. The proposed works may affect protected structures and National Inventory of Architectural Heritage (NIAH) structures in terms of their fabric, curtilage and/ or setting. Cork City Council will engage with the National Transport Authority through the planning design phases to ensure that any necessary changes or alterations to the character of historic structures are carried out in a sensitive manner.	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-2303	It is noted that the BusConnects Sustainable Transport Corridors proposal meets with the Cork City Green and Blue Infrastructure 2022-2028 objectives with respect to access and connectivity which is welcome. It is recommended that a suitably qualified ecologist and arboriculturist is employed to assess the impacts of the proposals on the biodiversity of the proposed route and to propose suitable mitigation measures to avoid any significant impact on the biodiversity of the proposed routes. These specialists should also supervise the implementation of the mitigation measures during the construction phase of this project. The preparation of a landscape plan identifying how best to integrate both existing and newly created green space opportunities along each of the Corridors into the wider Green Blue Infrastructure in the city is recommended. See Objectives 6.2, 6.9, 6.11 and 6.22 of the Cork City Development Plan 2022-2028. The design of the Sustainable Transport Corridors should seek to include the delivery of nature based sustainable urban drainage systems where possible. Where such systems prove impractical, the transport corridors should seek to minimise additional surface water run-off from any of the upgraded corridors where possible. See Objective 9.4 of the Cork City Development Plan 2022-2028. The BusConnects Sustainable Transport Corridors traverse through a number of key urban centres in Cork (i.e. Blackpool, Ballincollig, Douglas, etc.) and the delivery of a more place-making approach to the design of the active and public transport facilities in urban centres as described in Chapter 11 of the Cork City Development Plan 2022-2028 is recommended	The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C9-2342	I see no reference to an economic cost / benefit analysis in the plan. All aspects of a plan of this scale needs to be economically assessed under the rules and procedures of "The Public Spending Code" as set out by the Department of Public Expenditure and Reform published on the 8th May 2019.	This non-statutory public consultation was undertaken to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.

References	Statement	CE response and recommendation
NTA-C9-2342	I submit that there will be widespread significant negative Environmental Impacts on the neighbourhoods and on the individual property owners if this plan proceeds to construction. I do not see this matter being adequately addressed in the draft plan.	<p>The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p> <p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p>
NTA-C9-2342	Over half the submissions already made (and in some areas over two thirds) , think this Plan is worse than what presently exists in the area. Surely this suggests the public are reasonably happy with the status quo and that the entire plan should be shelved	<p>Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.</p> <p>The National Transport Authority (NTA) undertook the first round of public consultation on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork. During this consultation phase almost three thousand submissions were received in total. All of the submissions were reviewed and considered as part of the ongoing design process for each corridor. In addition, we held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.</p>
NTA-C9-2353	It is not clear if I can use all or any of the other corridors from the Ballincollig Corridor. My question is: are the different corridors going to be linked at a central point or even will each corridor connect to each of the corridors at some point.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-2429	Overall it was an unstructured event - you could pick up booklets with the proposed plans and look them up on large screens (that took forever to load!).	Noted
NTA-C9-2437	Overall it was an unstructured event - you could pick up booklets with the proposed plans and look them up on large screens (that took forever to load!).	Noted
NTA-C9-2480	<p>Please advise if this work was carried out inhouse by NTA or by a consultant. If the latter please provide the name of the consultant firm, the approximate number of man-hours consumed by the Consultant to get to this stage of the "work", the location(s) where the work was carried out and the percentage of the budget manhours actually spent in Cork and Ireland, whether they are on a fixed price and if the selected was the low bidder?</p> <p>how many were spent on the streets of Cork looking at properties, surveying, talking to property owners and executing other field work that might assist the assessment process</p>	This consultation is focused on obtaining feedback on the proposals for infrastructure on Sustainable Transport Corridors. Based on the submissions made and the constructive meetings with the various stakeholders, we have amended our initial proposals to address some of the issues raised including incorporating suggestions and recommendations for alternative solutions.

References	Statement	CE response and recommendation
NTA-C9-2480	<p>there are very short periods of time allowed for any impacted person or indeed the general public to form an opinion on your proposals.</p> <p>Your web site borders on the unintelligible; dates for meetings and submission dates are almost impossible to find as are other details of the process.</p> <p>Please provide the name of the accountable person (Project Director, Business Manager etc.) so that I can correspond with someone whose name is not BusConnects Cork and can sign his/her name</p> <p>I would appreciate a copy of all the relevant background documents that have evolved into the goals and strategies of this project</p> <p>I would be intrigued to follow in your footsteps to see how the documented route became an emerging preferred route.</p> <p>provide documentation for all meetings, formal and informal, your staff, and Consultant (if one exists) have held to date with the Council Members, Executive and professional staff of Cork City Council</p> <p>Did any Politicians, Local, National or European or any one on behalf of such a person or any other person lobby the NTA</p> <p>Have you informed any of the residents in these and other areas as to what is coming down the bus lane at them? If not, why not? Notices in a newspaper don't count.</p> <p>It is unclear as to whether your documents are to scale; or whether photographic reductions have been made;</p> <p>The maps you have used as background are hopelessly out of date</p> <p>publishing during the summer holidays is undemocratic</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p>
NTA-C9-2480	<p>Please define and provide the relevant reports on traffic studies, travel times and analyses that were completed on the relevant route.</p> <p>When were these studies completed; were there any extraordinary events on the days the studies were complete (bad weather, Christmas shopping, road accidents or whatever)?</p> <p>Were data collected on multiple days at similar times to assess or eliminate unusual circumstances etc.?</p> <p>Have you considered these and other impacts on these neighbourhoods? If so, please provide the relevant analyses and reports?</p>	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p> <p>The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-2482	Lack of support due to devaluation of property on Douglas Road	<p>BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. In doing so the properties close to the Sustainable Transport Corridors will benefit from improved accessibility and connectivity to the range of services and facilities located within the catchment of the routes.</p>
NTA-C9-2482	Issues with timing of the letters during summer post covid, tight deadlines, letters only send to homes with CPOs, website convoluted, maps not to scale	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>As part of this non-statutory public consultation 2,982 submissions were received. In addition, there has been Community Forums, and a public information events. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. 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.</p>
NTA-C9-2482	Lack of support due to risk of subsidence	<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-C9-2491	A better solution is to have smaller buses and better timetables	<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>

References	Statement	CE response and recommendation
NTA-C9-2491	Proposals will destroy local heritage, trees and stone walls	Following consideration of the public submissions about the Emerging Preferred Routes, the Sustainable Transport Corridor proposals have been reviewed and amended. Potential impacts on boundary walls and other heritage features will continue to be reviewed as the design progresses to establish how the impacts on heritage can be reduced.
NTA-C9-2516	Bus lanes should not be used for Taxi's and they should not be 24 hr	The hours of operation of bus lanes will be subject to further studies. It is unlikely that all the bus lanes will be 24hrs.
NTA-C9-2517	cycle lanes on footpaths are difficult to cycle on plastic wands on cycle lanes make it difficult to weave in and out of traffic	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2520	cycle lanes are too narrow the wands within cycle lanes take up too much space	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2521	There is absolutely no point in creating Bus Connects if you are going to use Bus Eireann to run the routes. The current Bus Eireann city bus public transport service leaves a lot to be desired.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-2608	Busy time of the day the 207 bus is woefully inadequate but overall it works, the new plan won't	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-2642	additional comments to discuss on no10 service to waterfall -proposed bus stops and locations -bus infrastructure (bust stops, footpaths) -timetables	This statement relates to Waterfall. This consultation is focused on the infrastructure proposed for the Sustainable Trnaspport Corridors.
NTA-C9-2650	I work as a tradesperson and need to drive my car containing tools and materials right to my customers door I feel these changes will make it harder for me to access my customers and get to my work	Accessibility by private vehcile is still available with the proposals. Cork is growing and needs a bus network that works for a developing city. The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.
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.

References	Statement	CE response and recommendation
NTA-C9-2696	I note the plan aims to eliminate over 80 mature trees and although the intention is to replace in number but not in the same location. It would appear that the location of some existing trees contribute not just to the environment but to the visual landscape. Making little parks in other places cannot be regarded as balance.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-2696	I am reliably informed that the proposals run contrary to the CMAT, Cork City Cycling Plan and the DLUTS plan. If this is the case, it would seem to show a gross disregard for the locally- informed and well-researched schemes that already exist. In theory, it is possible that ideas from all schemes could be incorporated for the better good but disregard for existing proposals does not reassure.	<p>BusConnects is the National Transport Authority's programme to greatly improve bus services. It is a key part of the Government's policies to improve public transport and address climate change in Cork and other cities. It is included within the following national and regional policies: The National Development Plan 2021 – 2030; Cork Metropolitan Area Transport Strategy 2040; and The Climate Action Plan 2023.</p> <p>Cork is growing and needs a bus network that works for a developing city. The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.</p>
NTA-C9-2696	I would not like the extremely short front gardens of many houses on the route to be further cut in an effort to so widen the road. People living those houses are then brought much nearer to a traffic environment (with an increase in volume and noise).	<p>Land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This need will continue to be reviewed as the scheme progresses. Following a review of the submissions received and further analysis, a number of amendments have been made to the scheme as part of the design development, some of which reduce or remove the impact on adjacent properties.</p> <p>Where land acquisition is required, the NTA will engage with the relevant landowners to agree measures where possible, to mitigate the direct impact of the proposed scheme. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, provision for parking, access, and landscaping. For further information on the CPO process please refer to the Society of Chartered Surveyors Ireland's (SCSI's) guidance: https://scsi.ie/consumer/disputes-resolution/cpo/.</p>
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 our that a significant number of residents are older in age groups or are families with small children - that distance is not one that makes it easy to avoid car travel in favour of taking buses, particularly in wet weather. Rather it might force people to use cars when they would prefer to use the bus.	Noted
NTA-C9-2696	There is no indication of a comprehensive traffic survey having been carried out	<p>This non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.</p> <p>Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate, measures will be provided to mitigate any impacts. As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.</p> <p>The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p>

References	Statement	CE response and recommendation
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 CPO 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.

References	Statement	CE response and recommendation
NTA-C9-2799	<p>Ballinlough bus route 215 is currently twice an hour & is never on time. New bus route for 215 is now going to be bus route 20. Once an hour is insufficient for the amount of residents in the area. There are many people using the bus to go to work in the city or Blackpool or Blarney.</p> <p>Adding the Bessboro business park to the bus route is great but needs to go to Mahon Point/Jacobs Island due to the amount of workers in the area also and the bus needs to travel at least 3 times an hour.</p> <p>New route 1, 1A, 1B on Boreenmanna Road is now going to improve greatly.</p> <p>The new routes on South Douglas Road is 3, 3A, 3B, 7 & 8 along with route 1, 1A & 1B is to far for some of the residents on the Ballinlough Road to go to get the bus, along with a high change that they are full & not pick them up at all.</p> <p>New Route for Crosshaven/Myrtleville/Fountainstown is now going to be 40, 40A & 40B is going to be either twice an hour or once an hour along with having to get off at Carrigaline to change buses.</p> <p>The local residents of Crosshaven/Myrtleville/Fountainstown would find this quite annoying in terms of changing the bus, reduced times of the new routes, tourists will not be bothered to visit Camden Fort & the beaches.</p> <p>Blarney & Cloghroe both new timetables are quite shocking due to limited times & trying to get to & from work.</p>	<p>The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/. The New Bus Network is a separate project to this scheme.</p>
NTA-C9-2799	<p>Along with taking into account not removing the amount of trees to be removed</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as many mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-2803	<p>the amount of crime being committed on public transport is absolutely appalling. Nobody is safe now on a bus or a train because the transport authority choose to ignore that it's their responsibility to ensure that passengers can travel without being verbally or physically assaulted</p>	<p>This statement raises issues about crime and safety. This consultation is focused on the infrastructure proposed for the Sustainable Transport Corridors.</p>
NTA-C9-2806	<p>Over half the submissions already made (and in some areas over two thirds) , think this Plan is worse than what presently exists in the area. Surely this suggests the public are reasonably happy with the status quo and that the entire plan should be shelved.</p>	<p>The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Enhancing the bus network is consistent with the National Development Plan which envisages a significantly enhanced bus service for Cork . The Cork Metropolitan Area Transport Strategy envisages that the realigned bus network will carry around 45 million passengers per annum and 32,000 passengers during the AM morning peak. Along each route, improvements and enhancements will be made to footpaths, and pedestrian crossings. In addition, there will be investment in local urban realm improvements at key locations, where additional landscaping, pavement treatments and outdoor amenities will be provided.</p>
NTA-C9-2806	<p>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.</p> <p>I do not see this matter being adequately addressed in the draft plan.</p>	<p>The potential impact of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p>
NTA-C9-2806	<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 performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. 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>

References	Statement	CE response and recommendation
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 signalised controlled priority. A Bus Gate is a sign-posted short length of stand-alone bus lane. This short length of road is restricted exclusively to buses, taxis and cyclists plus emergency vehicles during the hours of operation of the Bus Gate. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located. Signal Control Priority uses traffic signals to enable buses to get priority ahead of traffic where both buses and traffic are sharing the same lane, but it is only effective for short distances.
NTA-C9-2830	There is no proposed route to Glanmire yet it is also part of the city just like Ballincollig. Given the significant housing development going on there at the moment e.g. Ballinglanna (which has 608 new homes) and Richmond Rise it seems ridiculous not to have a bus/cycle lane going to Glanmire, otherwise you are forcing the people who live there to be car dependent to access the city.	The Sustainable Transport Corridors are proposed on the busiest routes into and out of the City Centre. Bus will continue to use other routes including to serve Glanmire and Ballinglanna.
NTA-C9-2830	I'm delighted that bus lanes and cycle facilities are being prioritised in Cork city	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
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.

References	Statement	CE response and recommendation
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.

References	Statement	CE response and recommendation
NTA-C9-2842	Contact with the Cork Cycling campaign & Pedestrian Cork should be sought about the junction design for Busconnects	As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in April 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C9-2842	it will be necessary to remove some trees, however it should be when no alternatives have been found	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The revised design proposals have reduced the number of potentially impacted trees.</p> <p>However, there will still be a need to remove some trees. As the scheme design progresses the design will seek to retain as any mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.</p>
NTA-C9-2842	Very supportive of the Busconnects project but understand that some property owners will be impacted	The NTA welcomes this positive feedback and support for the scheme. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C9-2846	Extend the 208 service to Ballincollig via the Curraheen Rd & turning right at the Maglin road to the town centre and back again. There has been massive growth in Ballincollig over the last 25 years, but there is no bus service between Bishopstown and Ballincollig to reflect this growth and interconnection.	The National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C9-2846	While the provision of cycling infrastructure is welcome, there also needs to be consideration for other aspects of cycling infrastructure. In particular, secure and convenient parking facilities.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C9-2846	Signalised junctions are a huge health and safety concern Best practice would suggest that 'Dutch Style' roundabouts are the optimal solution to traffic, pedestrian and cyclist mobility and safety. The introduction of typically 12m width of carriage way will induce speeding at times of low traffic I would suggest the introduction of a 30km/hr speed limit that is monitored with permanent speed cameras.	Junction design and proposal for speed limits will be developed as the project progresses.
NTA-C9-2847	How come the link to consult the national transport on your Bus networks leads nowhere repeatedly?	The BusConnects Cork Network Redesign public consultation was carried out in advance of this consultation and is now closed for submissions.
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.

References	Statement	CE response and recommendation
NTA-C9-2879	<p>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.</p> <p>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?</p> <p>3. Route 11 (future) stops</p> <p>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?</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-C9-2915	<p>Objection to the suggestion of removing a vast amount of trees on all corridors!</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-C9-2929	<p>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.</p>	<p>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.</p>
NTA-C9-2955	<p>All bus shelters must be covered from the elements</p>	<p>The BusConnects project involves the provision of new bus stops and shelters with better signage and information. As the project progresses bus shelter details will be developed. It is recognised that bus shelters are an important provision within the project.</p>
NTA-C9-2955	<p>All trees cut must be replaced and we should be planting more</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-C9-2955	<p>we need to plan with schools to manage the traffic in certain areas including Wellington Road and Gardiners Hill/ Dillons Cross.</p>	<p>Noted.</p>
NTA-C9-2955	<p>I must stress the need for ongoing engagement. We need more community forums.</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-C9-2955	<p>we need more data or a full traffic survey on all proposed bus gate locations.</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>

References	Statement	CE response and recommendation
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 to 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	older people have been completely ignored in these plans. Everything is online and it will make it impossible for older people to get around. Feels as though the programme is designed to lock older people in their homes as it will be impossible for them to get around as they may find it difficult to walk from one bus stop to another and they cannot cycle everywhere.	This non-statutory public consultation was undertaken to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement. We held six Public Information Events, five Community Forums and hosted numerous meetings with approximately thirty-five residents' groups, business groups and other special interest groups. A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide.



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