



**B**

## **Mayfield to City** **Sustainable Transport Corridor**

Preferred Route Option – Public Consultation Report  
March 2023 – May 2023 (DRAFT)



Rialtas  
na hÉireann  
Government  
of Ireland

Tionscadal Éireann  
Project Ireland  
**2040**

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

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# 1. Executive Summary

## 1.1 Objective of the Scheme

The aim of the BusConnects programme is to transform Cork's bus system, with the Sustainable Transport Corridor project providing dedicated bus lanes / bus priority and 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 connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork fourfold by 2040 and expand the numbers cycling and walking by 33%.

This report focuses on Sustainable Transport Corridor B which runs from Mayfield to the city centre.

## 1.2 Purpose of the Non-statutory Public Consultation

The March 2023 public consultation centred on the Preferred Route Options which have been identified. This follows the first round of public consultation on the Emerging Preferred Routes between June and October 2022. The statement below sets out the purpose of the public consultation, as presented on the BusConnects website as part of the second non-statutory public consultation in March 2023:

*BusConnects Cork is a €600m programme of work that aims to transform the city's bus system, making public transport more accessible to more people. By delivering approximately 91kms of new bus lanes and bus priority and 96km of cycle facilities (one direction) delivering 48km of the cycle network, BusConnects Cork will make travel by bus, as well as active travel, a viable option while also reducing carbon emissions and congestion.*

Sustainable Transport Corridors (STCs) will benefit the Cork metropolitan area in the following ways:

- Improve the public transport network;
- Make the bus system operate more efficiently by reducing bus journey times and increasing punctuality and reliability;
- Encourage more people to walk and cycle by enhancing infrastructure;
- Create a safer environment for cyclists and pedestrians; and,
- Create a more sustainable and liveable city.

## 1.3 Public Consultation Process for BusConnects Cork

### 1.3.1 First Round of Public Consultation

The first round of public consultation on the BusConnects Sustainable Transport Corridor Project ran from 30<sup>th</sup> June 2022 until 3<sup>rd</sup> October 2022 on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork.

Following the first round of public consultation, the NTA reviewed almost 3,000 submissions made by the public and engaged constructively with 35 residents', business and special interest groups across the city. Community forums were also established for each corridor to enable a two-way dialogue with local communities to help inform the review process.

This extensive engagement process resulted in a number of revisions to the Sustainable Transport Corridors (STCs). Among the changes are:

- **STC A – Dunkettle to City:** The extent of the BusConnects proposal was reduced, with the section between Dunkettle Roundabout and the Millennium Gardens to be separately developed by Cork City Council.
- **STC B – Mayfield to City:** Revised traffic arrangements were proposed to operate during peak hours only at Ballyhooly Road / Glen Avenue junction, restricting through traffic movement at these times and reducing traffic congestion on this radial corridor. This arrangement enabled the removal of the previously proposed bus lane on Summerhill North.
- **STC C – Blackpool to City:** Spring Lane closed to traffic at Railway Bridge except for pedestrians and cyclists.
- **STC D – Hollyhill to City:** The extent of bus lanes along Harbour View Road was reduced, significantly decreasing overall property impacts. The previously proposed bus gate on Cathedral Road was no longer included.
- **STC E – Ballincollig to City:** The bus gate previously proposed in Ballincollig Town Centre was no longer included as part of the STC and additional on-street car parking spaces were introduced. Various changes along this corridor, including proposed peak hours bus gates on Model Farm Road, reduced the number of impacted properties.
- **STC F – Bishopstown to City:** Cycle facilities along Glasheen Road, Cottage Mews and Schoolboy's Lane replaced the previously proposed route through Presentation College grounds.
- **STC G – Togher to City:** The Pearse Road section of this corridor was removed. Along Pouladuff Road, an inbound bus gate was proposed to operate in AM peak hours only, removing the need for the previously proposed bus lanes, thereby reducing impacts on properties and parking.
- **STC H – Airport Road to City:** It was proposed to direct cyclists from Curragh Road to Evergreen Road via a quiet street treatment on O'Connell Avenue. Replacement off-street car parking on Evergreen Road was also proposed.
- **STC I – Maryborough Hill to City:** An outbound bus lane was no longer proposed on Douglas Road. To provide bus priority, a bus gate was proposed just east of the entrance to St Finbarr's Hospital, operating during peak hours only.
- **STC J – Mahon to City:** On Churchyard Lane and Boreenmanna Road, the amount of bus lanes proposed was reduced, retaining the majority of trees and reducing property impacts. Additional off-street parking was also proposed.
- **STC K – Kinsale Road to Douglas:** A proposed bridge over the Mangala Valley and the Well Road Cycle Route were not included in the revised BusConnects proposals.
- **STC L – Sunday's Well to Hollyhill:** Sunday's Well to Hollyhill STC was removed and not progressed as an individual STC, with sections of the corridor incorporated into adjacent STCs.

### 1.3.2 Second Round of Public Consultation

Based on feedback from the first round of consultation, the NTA made a number of revisions to its initial proposals. The second round of public consultation took place from 30<sup>th</sup> March 2023 until 25<sup>th</sup> May 2023. The 11 Preferred Route Options within this consultation were:

- A. Dunkettle to City;
- B. Mayfield to City;
- C. Blackpool to City;



- D. Hollyhill to City;
- E. Ballincollig to City;
- F. Bishopstown to City;
- G. Togher to City;
- H. Airport Road to City;
- I. Maryborough Hill to City;
- J. Mahon to City; and
- K. Kinsale Road to Douglas.

Each of the Emerging Preferred Routes can be seen below in Figure 1.1 with the Mayfield to City route designated as Sustainable Transport Corridor B.

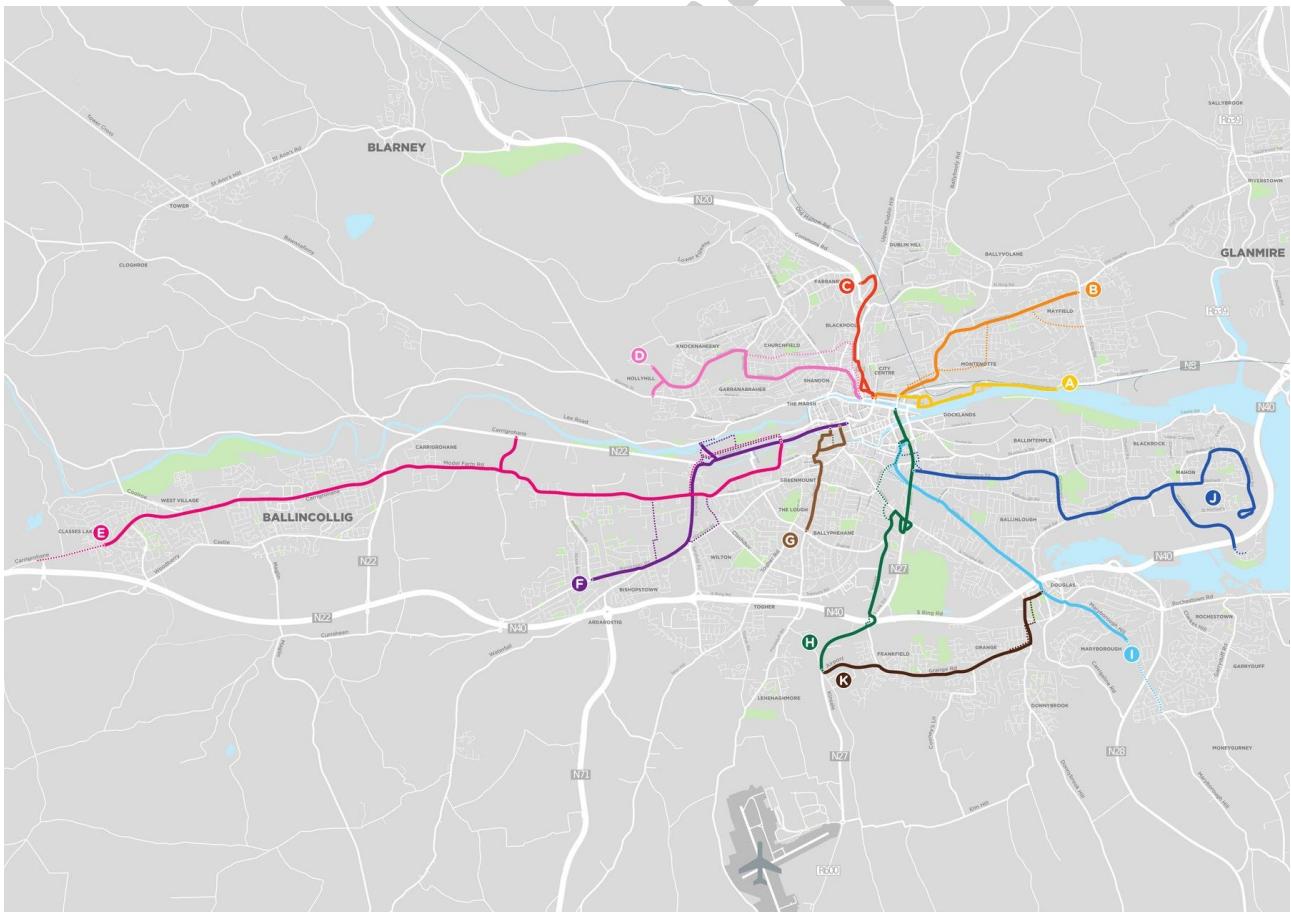


Figure 1.1. Preferred Route Options

## 1.4 Information Provided in Public Consultation

The public consultation brochure provided information about the proposals and details on how to take part in the public consultation. A public advertising campaign for the public consultation ran across multiple platforms including print, radio, online, on social media, and on buses during the consultation period.

Additional information was provided on the official BusConnects website:

<https://busconnects.ie/cork/>

## 1.5 Submissions Received

There were 427 submissions received relating to the Mayfield to City Sustainable Transport Corridor (STC). These submissions ranged from individual submissions by residents, commuters and local representatives, to detailed proposals from public bodies, various associations and private sector businesses.

## 1.6 Main Issues Raised

The submissions received cover a wide spectrum of views. The majority of the submissions raised concerns about the STC, or elements therein. A number of the submissions were positively supportive of the proposals while many expressed qualified support. Some submissions identified positives within the corridor, while challenging other elements of the overall STC.

The principal issues raised included:

1. Overarching Comments
2. Accessibility Concerns
3. Anti-social Behaviour
4. Bus Infrastructure
5. Bus Network Redesign
6. Business and Retail Impact
7. Changes to Traffic Movement
8. Character and Heritage
9. Cycling Infrastructure
10. Environmental Concerns
11. Impact on Car Parking
12. Impact on Community
13. Impact on Property Value
14. Impact on Trees
15. Pedestrian Infrastructure
16. Potential Land Acquisition
17. Public Information Campaign
18. Safety Concerns
19. Suggested Alterations to the Proposed STC
20. Support for the Scheme
21. Technical Data/ Surveys
22. Other

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

## 2. Introduction

Consultation on the Mayfield to City Sustainable Transport Corridor Preferred Route Option ran for a period of eight weeks, between 30<sup>th</sup> March 2023 and 25<sup>th</sup> May 2023.

Every property owner potentially impacted by the proposals was notified by post and a one-to-one meeting was offered in each case.

A public information event was held at the following location:

- Mayfield GAA, Kerry Road, Mayfield, Cork, Tuesday 18<sup>th</sup> April

A community forum was held at the following location:

- Mayfield GAA, Kerry Road, Mayfield, Cork, Tuesday 2<sup>nd</sup> May

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

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

### 3. Submissions Received

Overall, there were 427 unique submissions received that related specifically to STC B Mayfield to City. Of these, 199 were received via the online portal and 225 were submitted in hardcopy or via email. Three additional submissions specific to STC B were submitted as General / Overarching responses.

Submissions ranged from submission by residents, commuters, and local representatives, to detailed proposals from public bodies, various associations, and private sector businesses.

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## 4. Issues Raised in the Submission

All 427 submissions were reviewed, and the issues raised were categorised, summarised, and analysed. The main issues identified during this review process are outlined below.

| Theme                                     | Frequency of Issue |
|---|--------------------|
| Overarching Comments                      | 40                 |
| Accessibility Concerns                    | 14                 |
| Anti-Social Behaviour                     | 12                 |
| Bus Infrastructure                        | 39                 |
| Bus Network Redesign                      | 109                |
| Business and Retail Impact                | 24                 |
| Changes to Traffic Movement               | 159                |
| Character and Heritage                    | 7                  |
| Cycling Infrastructure                    | 120                |
| Environmental Concerns                    | 11                 |
| Impact on Car Parking                     | 157                |
| Impact on Community                       | 42                 |
| Impact on Property Value                  | 3                  |
| Impact on Trees                           | 166                |
| Pedestrian Infrastructure                 | 140                |
| Potential Land Acquisition                | 5                  |
| Public Information Campaign               | 40                 |
| Safety Concerns                           | 67                 |
| Suggested Alterations to the Proposed STC | 83                 |
| Support for the STC                       | 70                 |
| Technical Data/ Surveys                   | 14                 |
| Other                                     | 21                 |

Appendix A provides more detail on the topics raised in the submissions.

## Issue 1: Overarching Comments

A number of respondents expressed their general concerns regarding the STC, particularly the proposals on Colmcille Avenue and St Luke's Cross. Some submissions commented that the proposals were unfair, unfeasible, discriminatory or would have a negative impact to the quality of life of residents (particularly elderly residents), communities, car users and to businesses. Other submissions expressed concerns that the corridor would not benefit local communities, with particular reference to communities around Mayfield and Colmcille Avenue area. Some queried whether the STC is necessary or whether it would be effective and improve public transport.

Some submissions referenced the development of the STC requesting that elements are reconsidered or removed (detailed throughout the report).

### NTA Response to Issue 1:

The NTA notes the concerns of local residents within the community and the importance of maintaining a living city centre. BusConnects Cork aims to increase sustainable transport journeys via walking, cycling, and bus use, reducing traffic volumes and associated noise and air pollution. Local traffic management measures are also proposed to ensure that through-traffic movements occur on more appropriate routes.

By encouraging active travel modes, it is hoped that improved health and wellbeing will be promoted in the community. Public realm improvements, enhanced greenspaces and village cores will be carefully considered to improve community amenities along the routes.

It is noted that the design has now been amended at the Colmcille Avenue / Iona Park area to reduce the extent of the proposed cycle tracks with quiet street cycle route proposed on nearby streets. Additionally, following comments received during the second round of non-statutory public consultation held in March 2023, the right turn ban onto Middle Glanmire Road at St Luke's Cross is no longer proposed.

## Issue 2: Accessibility Concerns

Submissions highlighted their concerns over the proposal causing difficulties and safety concerns when accessing and egressing properties or amenities, for residents, visitors, deliveries, and health and social workers. Submissions referred to various facilities along the corridor such as residential care homes, schools, schools for those with various disabilities, pharmacies, hairdressers, and voluntary organisations.

Specific concerns were raised regarding potential changes to infrastructure such as bus stop locations, pedestrian crossing locations, the removal of some on street parking, cycle tracks and narrower footpaths. Other submissions also raised concerns about the proposed changes to traffic movements such as the bus gates, banned turns or quiet street treatment. Some highlighted their concerns that the changes could impact safety along the corridor, particularly those with restricted mobility.

Submissions also referenced accessibility concerns relating to changes in bus services (see Issue 5 Bus Network Resign) and relating to accesses impacts for businesses (see Issue 6 Business and Retail Impact).

**NTA Response to Issue 2:**

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 localised pollution and ease congestion.

A review of bus stop locations has been carried out as part of the design development for the STC. This review will continue as the design progresses. The locations of several bus stops have been amended following comments received during the second public consultation held in March 2023, including two bus stops on Colmcille Avenue. Additionally, the locations of pedestrian crossings have been reviewed in line with the comments received during the second public consultation. These locations will continue to be reviewed as the design progresses.

As part of the proposed STC, additional pedestrian crossings are provided at junctions and bus stops to better cater for desire lines. Additionally, footpaths are proposed for the length of the corridor, where practicable, including in areas where there is currently no footway provision.

The impact on public parking and loading has been reviewed, with alternative options considered where feasible to minimise and / or mitigate any impact on local business owners, residents and community members. Detailed parking surveys will be carried out during the next design stage.

The impact on properties boundaries has been assessed further in terms of how it may affect access arrangements to properties. It is noted that as the design progresses, and more detailed topographical survey information is available, impacts on driveway gradients and access will continue to be reviewed with changes incorporated where appropriate. It is noted that, as a principle, where driveways currently exist, every effort will be made to ensure that the ability to access and park in these driveways will be retained with the implementation of these proposals.

Some of the proposed measures will result in restrictions on the movement of private vehicles at certain locations or at specific times, subject to more detailed traffic assessments. However, alternative routes will remain available to all destinations.

As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.

**Issue 3: Anti-Social Behaviour**

Some submissions highlighted their concerns that a potential new footpath through Iona Park, adjacent to Colmcille Avenue, could increase anti-social behaviour in the area. Other submissions raised concerns that the proposed new car park spaces of Ballyhooly Road could increase anti-social behaviour and reduce privacy for residents if they are public parking spaces rather than private. Some submissions raised concerns that bus shelters could promote anti-social behaviour.

**NTA Response to Issue 3:**

Following the second public consultation in March 2023, the proposed STC has undergone a number of design changes. Design changes include the relocation of the proposed footpath from through Iona Park to adjacent to Colmcille Avenue.

Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour. Further design work will be undertaken to consider the proposals and ensure that the proposed car park does not impact on the safety and security of local residents.

## Issue 4: Bus Infrastructure

### Bus Stops

Some submissions requested that excess bus stops and shelters should be avoided, whilst others requested that all bus stops have shelters, seating and real time information. Some raised concerns about the removal of bus stops and the impact this could have on local residents.

Some commented on specific bus stop locations, particularly along Colmcille Avenue, Old Youghal Road and Summerhill North, and raised their concerns about privacy, parking, safety and access implications. Respondents made suggestions for alternative locations for bus stops as well as requests for specific bus stops not to be removed/relocated.

### Bus Gates

Submissions commented on bus gates including their enforcement, implications, hours of operation and proposed locations. Some submissions noted that bus gates would impact on parking which could impact access to properties, particularly for elderly residents. Some suggested that there should be exemptions for local residents.

Regarding enforcement, some queried how bus gates would be enforced, or suggested how they could be enforced. Some noted that enforcement could be difficult and that a lack of it would reduce the benefits for bus journey times.

Respondents suggested changes to the bus gates which included removing all bus gates, relocating the proposed bus gates to Ballyhooly Road / North Ring Road, providing bus gates on Middle Glanmire Road to prevent rat running and general suggestions to consider alternatives to bus gates.

Some respondents commented on bus gate timing requesting defined times for bus gates such as peak times and raising concerns that bus gate hours could be changed to operate at all times rather than peak time only.

For concerns raised relating to rerouting see Issue 7: Changes to Traffic Movement.

### Bus Lanes

Some respondents requested additional bus lanes along the route particularly on Ballyhooly Road and for additional sections of Summerhill North (inbound). Some suggested that bus lanes along the whole route would be preferable to bus gates.

Other submissions commented on the proposed bus lane on Glen Avenue noting that it does not appear to service existing bus routes. One submission expressed their concern that bus lanes may not be effective as cyclists can utilise them and therefore, slow down buses.

**NTA Response to Issue 4:**Bus Stops

A review of bus stop locations has been carried out as part of the design development for the corridor. This exercise was carried out to optimise the performance of the bus services on the route by reducing the journey time of the bus service, increasing the walking catchment of the bus stops and ensuring that key trip attractors located along the route are sufficiently covered within the catchment of bus. This review was undertaken based on several best practice guiding principles including consistent spacing of bus stops, locating stops near junctions and pedestrian crossings, and spatial requirements for bus shelters and other stop infrastructure. The review of bus stop locations will continue as the design progresses to the next stage.

Bus shelters will be provided, where practicable and appropriate, and infrastructure will be further investigated in the next stage of design. Furthermore, access to driveways will be further assessed within the Road User and Road Safety Audits of the designs to ensure road user safety whilst accessing properties along the corridor. Concerns raised regarding specific locations have been noted and will be assessed during the next stage of design.

Bus Gates

In order to ensure compliance with the STC proposed, the NTA intends to implement supportive measures to ensure compliance with the proposed bus gates and other elements of the corridor under consideration.

The NTA acknowledges that some of the proposed measures will result in restrictions on the movement of private vehicles. However, alternative routes will remain available to all destinations. These proposals will be subject to more detailed traffic assessments as the design progresses, which will review the requirement for and location of bus gates.

Suggestions and comments raised as part of the consultations will be further considered alongside wider traffic modelling to determine the exact timings of the bus gates.

Bus Lanes

The proposed bus gates and restrictions on traffic movements are intended to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. The proposed infrastructure seeks to protect bus journey time reliability against future traffic growth.

In most cases segregated cycle infrastructure, or alternative routes for cyclists, have been proposed along the route, therefore removing the need for cyclists to use bus lanes as far as practicable.

## Issue 5: Bus Network Redesign

Submissions raised concerns that relate to the redesign of the bus network in Cork. Comments related to the removal of existing bus services, particularly the 208 bus service along Colmcille Avenue / Iona Park, as well as the frequency and extent of new services proposed. Requests were made regarding the retention of the current bus service in the area, as well as various other specific changes in relation to bus network redesign.

Submissions highlighted concerns that the removal of existing services, or the proposed services, results in a reduced frequency of buses and changes in locations serviced. Submissions considered that the redesign of the bus network does not meet the needs of the local community and impacts on their accessibility. Due to the change in bus routes or areas serviced, submissions commented that their access to a number of facilities would be impacted.

Other submissions raised queries and suggestions about wider bus improvements including comments on the current ticketing system and electric buses.

**NTA Response to Issue 5:**

In relation to the changes to various bus services, the NTA launched its new design for the Cork Metropolitan Bus Network in June 2022. Details for this can be seen here: <https://busconnects.ie/cork/busconnects-cork-new-busnetwork/>. The new bus network is a separate project to this STC and a separate public consultation on the new network was undertaken during 2022.

## Issue 6: Business and Retail Impact

Local business owners and residents, particularly along Colmcille Avenue and Iona Park, raised their concerns about how the proposals could impact businesses. Concerns were also raised about the impact to businesses at St Luke's Cross / Summerhill and Middle Glanmire Road (The Montenotte Hotel).

Many submissions referenced that the removal of parking spaces or the proposed cycle lanes could impact the accessibility to businesses for visitors and deliveries, which in turn could impact viability. Submissions also commented on how changes to traffic movements, as a result of proposed banned turns or bus gates, could impact business operations.

Submissions raised concerns about how the closure of local businesses would impact the local community, especially the elderly, and their access to amenities or social venues. Respondents were also concerned that any detrimental impact on local businesses would impact on local employment opportunities and the economy.

**NTA Response to Issue 6:**

Following a review of the submissions received and further analysis, a number of amendments have been made to the proposals as part of the design development, some of which maintain more on-street parking. This has resulted in changes to the proposed design along Colmcille Avenue which reduce the impact on parking. In addition, parking surveys will be carried out to inform further refinement of parking provision during the next design stage. It should also be noted that the proposals are intended to bring around a modal shift to public transport and active travel which will reduce the requirement for users to travel by car and thus reduce the need for parking at key destinations along the corridor.

The proposals retain access to all businesses, although short diversions may be required in certain locations where bus gates are proposed. Following feedback at the second public consultation in March 2023, the proposed STC has been amended to remove the proposed right turn ban onto Middle Glanmire Road at St Luke's Cross.

## Issue 7: Changes to Traffic Movement

Submissions raised their concerns about potential changes to traffic movements along the STC. Many comments were associated with the proposed bus gates and banned movements whilst fewer commented on the proposed filtered permeability proposal (York Street).

Some submissions raised general concerns or objections to the proposed restrictions and bus gates, expressing that these would have overall negative impacts, and requested they be removed. Many commented on potential changes to congestion and journey times, traffic volumes or rerouting.

Many submissions referenced their concerns about specific areas that could be impacted by rerouting traffic or additional congestion as a result of bus gates / banned movements. These concerns included the city centre, existing rat runs, proposed quiet streets, key routes such as the Jack Lynch Tunnel and public transport routes. Additionally, multiple submissions expressed their concerns that traffic would reroute onto residential streets, some of which are narrow, as a result of the proposed bus gates.



Some submissions noted that many of the alternative routes are currently over capacity and are not suitable for additional traffic or would also be impacted by rerouting from other STCs. Submissions expressed concern about the knock-on impacts of rerouting traffic such as increased congestion, noise pollution and air pollution, on sustainability and safety. Some noted that increased congestion could impact emergency vehicle access.

Some noted that any rerouting would increase their journey times as they would be required to travel additional distances or there could be increased congestion. Some submissions expressed concern that the additional journey time would increase travel costs.

Submissions expressed concern that the proposed bus gates and banned movements could impact their access to homes, businesses and key facilities such as shops, schools, health care facilities and childcare. Some noted that current daily journeys could be impacted, particularly those which make multiple stops along the route (i.e. those dropping at multiple schools or childcare facilities). Some submissions expressed that they did not think access implications, particularly for residents, had been fully considered or are not informed by sufficient data.

Regarding St Luke's Cross, some respondents commented that the junction is currently used by larger vehicles to access Middle Glanmire Road and highlighted width restrictions on other access routes. A few submissions commented on the proposals to remove the left turn slip lane from the Middle Glanmire Road on to Summerhill North. They expressed concern that the removal could restrict the efficient flow of traffic and cause congestion. One submission also expressed concern that its removal would reduce pedestrian facilities and impact on pedestrian safety.

Concerns about restricting traffic on York Hill were raised within the submissions. Some noted that restrictions could increase traffic in the city centre and require longer alternative routes.

**NTA Response to Issue 7:**

The proposed STC aims to implement positive changes to active travel infrastructure, reducing car usage. Therefore, walking, cycling and public transport will also become more attractive alternatives to the private car through improved priority for buses and pedestrian and cycling facilities. However, all journeys throughout the corridor will still be possible, some with a slight increase in distance.

The impacts of the STC on the surrounding road network will be further assessed as part of the detailed transport modelling which will be carried out during the next design stage. This will inform junction design and traffic signal timings and identify additional mitigation measures where appropriate.

The proposed bus gates and restrictions on traffic movements are to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. Local access will be maintained, although short diversions may be required. Access will be maintained for emergency vehicles along the STC.

An Environmental Impact Assessment Report (EIAR) will be prepared for the proposed STC and submitted as part of the planning application. The EIAR includes an assessment of potential noise, air and ecological impacts due to redistribution of traffic. These impacts will be taken into account by An Bord Pleanála in their assessment of the STC.

Following feedback at the second public consultation, held in March 2023, the design has been reviewed and amended. Amendments have included the removal of the proposed right turn ban onto Middle Glanmire Road at St Luke's Cross.

The removal of the left turn slip on Middle Glanmire Road at St Luke's Cross is proposed to improve pedestrian provision and safety on this side of the junction by reducing the traffic lanes for crossing pedestrians.

As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.

## Issue 8: Character and Heritage

Submissions commented on the character and heritage of areas where the STC is proposed, including St Luke's, Wellington Road and Colmcille Avenue, and expressed their concerns about the impact on these areas.

Some submissions requested protection of heritage items and landscaping, particularly in conservation areas, residential streets and Georgian streets. Suggestions for protection of heritage included slowing traffic, limitation of visual clutter and using and protecting historic materials such as cast iron, limestone or white plain granite and appropriate kerbing. Some shared their concerns that signage could result in clutter along footpaths and a visual impact on the surrounding area.

Submissions also referenced the local community suggesting they should be involved in developing sensitive and balanced interventions which maintains the identity of the area. Submissions were concerned that the current proposals will impact communities living in historic locations or impact the natural beauty of neighbourhoods. Another submission commented on the importance of supporting the economy, identity, and wellbeing on Wellington Road, facilitating growth both economically and socially whilst protecting historic areas.

**NTA Response to Issue 8:**

The impact of the proposed STC on character and heritage has been considered during the design development and will continue to be considered as the design progresses. The potential impacts of the proposed STC will be 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 STC. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on cultural heritage. This assessment will include for impacts generated during the construction phase as well as the operational phase of the project. These impacts will be considered by An Bord Pleanála in their assessment of the corridor.

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. Similarly, for works in proximity to historically significant or protected structures, the relevant statutory processes will be used to ensure outcomes are fair and proportional.

A further review of proposed land acquisition will be undertaken against detailed topographical survey information to minimise or mitigate impacts on existing built assets and structures including those of historical significance.

During the next stage of the design a number of public realm enhancements will be developed where appropriate. Enhancements could include local upgrades to the quality of the paving materials, extending planting, decluttering of streetscape and general placemaking along the route, where practicable.

**Issue 9: Cycling Infrastructure**

Submissions raised some concerns regarding noting that the topology of north Cork / Mayfield / Murmott Lawn / Middle Glanmire Road may not be conducive to cycling. Some suggested that the proposed infrastructure may not be warranted. Respondents considered gradients to be a factor in the current low numbers of cyclists, as well as an elderly population and regular weather conditions. Due to these factors, submissions suggested further cycle infrastructure was not needed.

Submissions expressed concern that the cycling infrastructure could have wider impacts to residential access, parking, trees, businesses and local residents including the elderly, the vulnerable and those with young children. Some raised their objections that the cycle lanes would have a detrimental impact to the local community which could outweigh the positive outcomes.

Some submissions were concerned that the cycle lanes could increase accidents or reduce safety for pedestrians, particularly if footpath widths are reduced. Some submissions queried whether a risk assessment had been undertaken whilst others expressed their concerns that there is limited segregation / cycle lane protection proposed.

Many commented on the cycle infrastructure proposed along Colmcille Avenue / Iona Park and the impact they considered it to have on parking, footpath widths, businesses, trees, congestion and green spaces. Other submissions shared their concerns about the quiet street treatment proposed on Middle Glanmire Road considering that it would restrict access for residents and to public transport and facilities.

Some expressed their concerns that the extent of segregated cycle lanes is limited, specifically focusing on the termination points, and the concern of the cycle routes running along high speed, steep areas, with a lack of crossings.

Submissions queried how cycle lanes would be maintained and cleaned and parking enforcement would be conducted to ensure vehicles do not block cycle lanes.

Some submissions suggested alternatives / amendments to cycling infrastructure. These included:

- Removing cycle infrastructure from the STC or from parts of the STC.
- Providing more cycle infrastructure along the STC (such as on Summerhill North) or across the city / surrounding roads.
- Placing cycle lanes inside the on-street parking.
- Removing downhill cycle lanes should be removed to minimise impacts to trees.
- Including calming measures / bollards along the quiet streets or providing cycle tracks instead of quiet street treatment.
- Extending the quiet street treatments.
- Alternatives to cycle lanes such as reducing vehicle speeds or providing shared surfaces in historic environments.
- Providing cycle lanes on Old Youghal Road rather than Murmont Lawn / Middle Glanmire Road due to the gradients.

Some submissions queried the data used to determine cycle lane placement along the STC, with others suggesting alternative routes.

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**NTA Response to Issue 9:**

By providing safe and segregated cycle facilities, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks. In addition, the increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for a wider range of cyclists.

The NTA will ensure all aspects of design, placemaking and accessibility are upheld to a high standard, and designs will be informed by relevant design guidance and standards. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.

During the development of the proposed STC, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development and implementation of the Cork Cycle Network Plan.

The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. Generally, where practicable, cycle routes should follow the shortest route and quiet streets are only used where cycle journey distances can be reduced, where traffic volumes are suitably low, or physical constraints are present.

It is noted that the design has now been amended to propose quiet street treatments along Springfield Road, Kerry Road, Sli Gartan, Mayfield Park and Murmont Crescent which will connect cycle users to Old Youghal Road. As a result of this, the extent of the proposed cycle tracks along Colmcille Avenue / Iona Park has been reduced. Access will be retained along the quiet streets.

The NTA will liaise with Cork City Council on maintenance and enforcement arrangements during the operation of the STC.

## Issue 10: Environmental Concerns

Submissions detailed a number of concerns relating to the environment within their submissions.

Some submissions raised concerns about potential increases in noise and air pollution across the STC, specifically at Colmcille Avenue, Old Youghal Road, and St Luke's Cross, due to rerouting traffic. Other submissions raised concerns that the proposals would not reduce carbon emissions, or would result in an increase in carbon emissions, due to longer vehicle journeys as a result of proposed bus gates or banned turns.

Respondents were concerned about the removal of green spaces, specifically at Colmcille Avenue, and further environmental impacts this could cause, such as impacts to habitats and the climate.

**NTA Response to Issue 10:**

BusConnects Cork aims to increase sustainable transport journeys via walking, cycling and bus use and therefore aims to reduce traffic volumes and associated noise and air pollution. Local traffic management measures for the area, such as bus gates, are also proposed to ensure that through-traffic movements occur on more appropriate routes.

An Environmental Impact Assessment Report (EIAR) will be prepared for the proposed STC and submitted as part of the planning application. The EIAR includes an assessment of potential noise and air impacts due to redistribution of traffic. The assessment contains projected air quality and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in their assessment of the corridor.

## Issue 11: Impact on Car Parking

Residents raised concerns that a loss of on-street parking would restrict deliveries, access for carers and residents, and visitors to both locals and businesses. Some expressed concerns about the impact of the loss of parking on the elderly, those with disabilities and those with young families.

Some submissions noted that there is already high demand for limited parking around Colmcille Avenue, Iona Park, Old Youghal Road and Dillons Cross. Submission suggested that reducing the number of spaces would have a detrimental impact on the community as there would not be sufficient parking to meet the demand. Some suggested that this could increase illegal parking and parking in surrounding areas, such as Wellington Road and Military Hill. Some submissions raised their concerns that new developments in the area would further increase demand for parking in the area. Some queried where alternative parking would be provided.

One submission also expressed concern about the removal of parking on Leicester's Lane.

Respondents were also concerned that the loss of parking and unloading bays could have a detrimental impact on local businesses, employees and key local amenities. This was raised as a particular issue at Colmcille Avenue, Iona Park, Old Youghal Road, Mayfield and Dillons Cross.

Some respondents queried whether accessible parking bays would be removed and expressed concern about their removal. Some also expressed concern about the number of accessible parking spaces being reduced or repositioned in different locations.

Some submissions commented on the removal of parking along Colmcille Avenue / Iona Park to facilitate the provision of cycle facilities and expressed that they did not think the cycle lanes would be well used. In other locations (Summerhill North), a submission suggested that parking should be removed to provide cycle lanes.

Some suggested that the level of parking required is considered and discussed with local residents and businesses.



**NTA Response to Issue 11:**

The impact on public parking has been reviewed, with alternative options considered where feasible to minimise and / or mitigate any impact on local business owners, residents and community members. A detailed parking and loading survey will be undertaken to support the next stage of design.

The removal of some on-street parking spaces will be required to facilitate the construction of the STC. The proposals do not impact existing in-curtilage parking along the route. Efforts have been made to minimise the number of parking spaces that need to be removed.

Following the second public consultation, held in March 2023, the design has now been amended to proposed quiet street treatment along Springfield Road, Kerry Road, Sli Gartan, Mayfield Park and Murmont Crescent, which will connect cycle users to Old Youghal Road. As a result of this, the extent of the proposed cycle tracks along Colmcille Avenue / Iona Park have been reduced and therefore on-road parking on Colmcille Avenue will be maintained.

Along Old Youghal Road, limited changes are proposed to parking in the majority of locations. Parking arrangements in the vicinity of Mayfield are not anticipated to change as part of the proposed STC. At Dillons Cross and St Luke's Cross no further changes to parking since the second public consultation designs are proposed.

There are no changes proposed to parking on Leycester's Lane as a result of the proposed corridor.

The existing provision of accessible parking will be maintained along the corridor, however the location of certain parking bays may be subject to change.

## Issue 12: Impact on Community

Some respondents noted that the proposals could be detrimental to the local community and negatively impact on residents' quality of life, particularly elderly residents. Several respondents raised concern that the STC does not take into account the needs of the local community and could make daily activities more difficult due to the removal of on street parking and trees, amendments to footpath width, bus gates and banned turns. Respondents highlighted that activities, such as school runs and childcare arrangements, regular journeys and accessing homes, nearby businesses and health care facilities, would be more difficult. Some were concerned that the proposals would have a negative impact on the physical health and wellbeing of residents and lead to isolation.

Some respondents highlighted that they felt the STC negatively impacted some areas more than others. Specifically, respondents were concerned about the impact to communities on Colmcille Avenue, Iona Park, Wellington Road, Military Hill, St Luke's, and the general Mayfield area.

Some respondents highlighted concerns about impact to community facilities such as local pharmacies, Mayfield Arts Centre and Newbury House. Responses expressed concern that local facilities which are used by many in the community would be negatively impacted by the STC or would be harder for people to access. Some were concerned that those with restricted mobility would be inconvenienced or prevented from accessing their current pharmacies.

Respondents noted that the area was a residential neighbourhood and community, not just a transport or commuter corridor. Some suggested that designs should be specific to the local place and take into account the local communities and the current demographics, rather than being based on other cities. Others requested that designs are inclusive and reduce the impact on all, including the most vulnerable.

Concerns were also raised about the impact of the construction works on the local community.

**NTA Response to Issue 12:**

The BusConnects Cork Scheme aims to provide improved walking, cycling and bus connectivity along the route and to Cork City Centre, providing improved access to additional services. The STC also proposes safe crossing points for pedestrians and cyclists, improving connectivity across the corridor, throughout the route. After discussions with local groups, changes have been made to designs along Colmcille Avenue and these will be updated prior to the next consultation.

By encouraging active travel modes, it is anticipated that improved health and wellbeing will be promoted in the community. Public realm improvements and enhanced greenspaces will be carefully considered to improve community amenities along the routes, where appropriate. There will be various benefits linked to better active travel connections and a more reliable bus service which will apply to both local communities and those passing through the area.

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

The impacts of the STC on the road network will be further assessed as part of the detailed traffic modelling which will be carried out during the next design stage, with mitigation measures proposed where appropriate.

**Issue 13: Impact on Property Value**

Some respondents raised concerns that the STC could impact on property values. One respondent noted that the removal of parking spaces will impact property prices in in the Dillons Cross area. Another respondent raised concerns that the STC would adversely affect property values.

**NTA Response to Issue 13:**

Where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed STC. This engagement process will seek to agree measures, whether financial and / or physical, to mitigate the direct impact of the proposed corridor. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed STC on properties and provide for mitigation measures including for the construction of new boundary walls, parking, access and landscaping.

The potential impacts of the proposed STC 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 corridor. These impacts will be taken into account by An Bord Pleanála in their assessment of the STC.

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

**Issue 14: Impact on Trees**

A number of respondents shared concerns about the environmental impacts that removing trees would have including biodiversity and habitat impacts, pollution, air quality and noise impacts and impacts to the landscape and visual character of the area. Residents further raised concerns with removal of trees stating the importance of trees to wellbeing, mental health and the community. Submission raised concerns that the removal of trees is not in keeping with European Union guidance or with the Cork City Action Plan.

A number of respondents opposed the removal of mature trees to accommodate road widening / cycle lanes on Colmcille Avenue considering that cycle lanes would have limited use or that the road is already suitable for cyclists.

Some suggested that a replanting programme is implemented, the corridor commits to net urban tree canopy gain or that alternative routes and options are considered to retain trees and greenery along the route.

One submission requested that the additional trees proposed on Wellington Road are carefully considered to not impact the footways.

**NTA Response to Issue 14:**

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

In response to issues raised during public consultation, the design of a number of sections along the route have been amended, including the revision of the proposed cycle track on Colmcille Avenue and Iona Park to provide quiet street treatment on surrounding roads. This amendment has also resulted in a reduced impact to trees at this location.

However, along the corridor there will still be a need to remove some trees. The NTA will endeavour to maintain 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 15: Pedestrian Infrastructure

### Footpath widths

Respondents raised their concerns about the proposed narrowing of footpaths along the corridor stating that it would impact on the local community, local facilities and businesses and residents, particularly the elderly, people with reduced mobility and young children. Many respondents requested that footpath widths were retained or widened. Some submissions stated that the changes could impact on residents' wellbeing by reducing access to local facilities, such as pharmacies, and restricting opportunities for socialising.

Many respondents raised concerns about the proposed narrowing of footpaths along Colmcille Avenue / Iona Park highlighting that many people currently use the footpaths, or that there is currently limited pedestrian infrastructure. Some commented that the footpaths are currently used by a variety of ages and abilities including those at local schools, specialist schools and care homes. Some shared their concerns that the footpaths were being narrowed to provide cycle lanes noting that there would be limited use of the cycle lanes based on current numbers and the gradients of streets on the route.

### Pedestrian / Toucan Crossings

Some respondents commented on the pedestrian and Toucan crossings, requesting amendments to the proposed locations and additional crossings along the STC. Some respondents raised general concerns about the current location of crossings, including concerns that the proposed locations could reduce pedestrian safety or increase congestion. A number of respondents requested that the crossings on Colmcille Avenue and Summerhill North are repositioned due to the position of existing driveways, and to maximise their use.

Some commented on the design of pedestrian crossings suggesting that crossings should include raised tables, signals, signage and tactile paving.

## Other

Respondents raised concerns about other elements of the proposed pedestrian infrastructure including the proposed footpath through the green near Iona Park or the signalisation of St Luke's impacting pedestrian priority. Others queried the lighting, maintenance and material of footpaths.

### NTA Response to Issue 15:

Vulnerable road user safety has been driver key consideration for the Preferred Route Option (PRO) proposed design. Safety measures are proposed to all junctions along the route to provide a safer environment for all road users. These measures include:

- Provision of protected cycle lanes, footpaths and junctions which provide a safer environment for users;
- New mid-block pedestrian crossings in appropriate locations including at bus stop locations;
- Footpaths provided for the length of the corridor, including in areas where there is currently no footway provision, and increased footway widths where possible.

The designs will be informed by relevant design guidance and standards, and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the corridor.

With regard to footpath widths, where footpaths are currently of substandard width, there have been increases proposed to ensure footpaths match standard widths, where practicable. Footway widths of 2m will be proposed where sufficient space is available, in line with guidance.

It is noted that, following the second public consultation, held in March 2023, the design has now been amended at various locations around the STC:

- Proposed quiet street treatment along Springfield Road, Kerry Road, Sli Gartan, Mayfield Park and Murmont Crescent, which will connect cycle users to Old Youghal Road. As a result of this, the extent of the proposed cycle tracks along Colmcille Avenue / Iona Park have been reduced and therefore, no narrowing of footpaths is proposed along Colmcille Avenue/ Iona Park.
- The relocation of the proposed footpath from through Iona Park to adjacent to Colmcille Avenue
- A number of crossing locations have been amended including the proposed crossings on Colmcille Avenue.

With regard to crossings, a number of new pedestrian crossings are included in the proposed STC to cater for desire lines. Additionally, existing crossing facilities have been reviewed and will be upgraded throughout the corridor to provide safe routes for all users. Crossings, lighting, maintenance, traffic calming and signal timings will be considered in the next stage of design, supported by traffic modelling.

## Issue 16: Potential Land Acquisition

Respondents objected, raised their concerns, or made specific requests relating to the potential land acquisition. Some requested that all affected by land take are consulted with or requested that alternatives are considered. Concerns raised in the submissions included loss of green / amenable space and safety implications. Other submissions made requests such as reinstating the existing wall with the original stone boundary wall and railings.

One submission requested that additional land take is considered to facilitate business parking.

**NTA Response to Issue 16:**

Where potential land acquisition is envisaged, the NTA has engaged and will continue to engage readily with landowners potentially impacted by the proposed STC. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed STC on properties and provide for mitigation measures including for the construction of new boundary walls, parking, access and landscaping.

The potential impacts of the proposed STC will be 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 corridor. These impacts will be taken into account by An Bord Pleanála in their assessment of the STC.

The CPO of some portions of private land will be required to facilitate the construction of this corridor. The design team has sought to minimise this impact as far as practicable. The latest iteration of the designs has reduced the number of landowners impacted on STC B. 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/>.

**Issue 17: Public Information Campaign**

Some submissions commented on the public information campaign and second public consultation, held in March 2023.

Submissions noted that local people who were impacted by the STC were not adequately informed, provided with sufficient information or did not have time to comment. Some submissions requested further engagement with local residents, individuals or organisations. Some suggested that local people should help to inform the proposals with their local knowledge of the area. Others suggested that a third public consultation should be held and publicised widely.

Other submissions commented on the consultation information and Scheme name (BusConnects) not being transparent or informative. Some submissions referenced specific elements of the public consultation documents, videos and maps:

- Concern that maps were difficult to interpret.
- Concern about the accuracy of the maps, particularly relating to road widths and trees.
- Request for Glen Avenue to be included on the maps.
- Concern there are discrepancies between the video fly throughs and the maps.

Some commented that feedback from the previous consultation had not been addressed including issues on Wellington Road and requests to extend pedestrian and cyclist infrastructure to the north-east.

There was a suggestion that there should be an education campaign with posters and radio/TV ads to remind car drivers that buses should have priority/right of way and cars should not stop in bus stops.

**NTA Response to Issue 17:**

An initial round of non-statutory public consultation was performed by the NTA (June 2022) to allow early engagement on the project so that the public are included in the project as it progresses. A second round of non-statutory public consultation then took place in March 2023 to allow the public to comment on the further changes based on the first consultation and further design analysis. The designs that were presented were not final proposals, but design that was at a level of detail suitable for continuing engagement. Cork City Council has been liaised within through the STC consultation process by the NTA and will continue to be involved as the design progresses.

The NTA had a 6-week multi-media advertisement campaign to raise awareness of the second public consultation for the Sustainable Transport Corridors. This included:

- A leaflet delivered by An Post to almost one hundred thousand addresses in Cork;
- 17 x press ads across 5 newspapers;
- Radio ad campaign;
- Digital/social media ad campaign;
- Poster ads displayed across 23 locations in Cork including major shopping centres; and
- Poster ads displayed in bus shelters and on-board buses.

In addition to this, all groups and associations who had registered for a community forum received an email notification informing them that the second public consultation had commenced.

An email notification was also sent to all residents' groups and business groups who had taken part in a group meeting with the NTA during the public consultation process up to that date. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA.

As part of this second non-statutory public consultation 427 submissions were received.

The proposals on display for the second public consultation were designed using the latest Ordnance Survey (OS) 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.

As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public. This will commence in late 2023. 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 18: Safety Concerns

Some submissions expressed an opinion that the STC could increase risk of accidents and collisions in residential areas (such as Middle Glanmire Road, Lovers Walk, Colmcille Avenue and Iona Park), particularly for pedestrians, children, elderly residents or those with reduced visibility or mobility. Other submissions queried how safety had been considered with the design and whether risk assessments had been undertaken.

Potential increases in speeds were noted as an area of concern within submissions. Some raised that the removal of speed ramps could increase speeds, particularly on Colmcille Avenue / Iona Park, posing risks to those living near the road or crossing the road. Many stated their opposition to the STC as a result of the proposed removal. Some noted that the removal of traffic calming measures would decrease the safety and attractiveness of the route to cyclists. Other submissions noted concerns about speeding along Old Youghal Road, Wellington Road, Summerhill North and Church Hill. Some submissions requested the addition of ramps or raised tables to slow traffic (also see Issue 20).



Submissions also raised safety concerns associated with changes in traffic movements. Concern was expressed about traffic increases particularly on Colmcille Avenue, Iona Park, Glen Avenue / Ballyhooly Road junction and narrow residential streets. Others raised concerns that if the proposed banned turns were not enforced or abided by vehicles could make illegal or unsafe movements. Additional concerns were raised that the proposed bus gates could increase the use of alternative and unsuitable routes. A concern was raised that the corridor could increase congestion which would impact the safety of driving.

Concerns in relation to visibility were raised within the submissions particularly in relation to proposed bus stops on Iona Road and Colmcille Avenue and parked cars at Glen Avenue / Ballyhooly Road junction.

Submissions also raised safety concerns associated with walking. Some stated that the proposed new path through Iona Park would not be safe due to antisocial behaviour whilst others noted that bus stops would not be used early in the morning or late at night due to safety concerns when walking to or from them. Concerns were also raised that narrowing footpaths would increase risks for pedestrians. Others noted that current footpaths are unsafe along Middle Glanmire Road due to them being narrow or inaccessible for those with restricted mobility.

Concerns about cycling infrastructure were raised within the submissions. Some respondents queried designs where vehicles were required to cross cycle tracks to access properties.

**NTA Response to Issue 18:**

The BusConnects proposals are seeking to make it easier and safer 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 for all types of road users will be improved.

The proposals for all routes would include the following measures to improve road safety:

- Provision of protected cycle lanes and junctions with segregated facilities that provide a safer environment for cyclists, where practicable.
- Additional pedestrian crossings provided at junctions and bus stops to better cater for desire lines.
- Footways provided for the length of the corridor, including in areas where there is currently no footway provision, and increased footway widths where possible.

With regard to footpath widths, where footpaths are currently of substandard width, there have been increases proposed to ensure footpaths match standard widths where practicable. Footway widths of 2m will be proposed where sufficient space is available, in line with guidance.

It is anticipated that the STC proposals will discourage poor driver behaviour and speeding by consolidating lane widths, narrowing side road junction mouths and reducing radii to slow turning traffic speeds and provide safer crossings. Additional traffic calming measures will be considered during the next stage of design where practicable.

The impacts of the STC on the surrounding road network will be further assessed as part of the detailed traffic modelling which will be carried out during the next design stage, with mitigation measures provided where appropriate.

Where necessary, line of sight checks will be undertaken to ensure that visibility is maintained between all road users. Notably the locations of the proposed inbound bus stops along Colmcille Avenue have been amended following consultation comments.

As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.

## Issue 19: Suggested Alterations to the Proposed STC

A number of submissions suggested changes to the STC, these included:

- A number of suggested amendments at St. Luke's Cross including the removal of the proposed traffic signals, the removal of the banned right turn and to permit the left turn from Middle Glanmire Road to Summerhill North;
- Additional traffic calming measures including a reduction in the speed limits to 30km/hr on certain roads, in historic areas or across the STC;
- Additional public realm measures, particularly along Dillions Cross, Colmcille Avenue, St Luke's, Wellington Road and Summerhill North;
- Requests for the retention or relocation of parking spaces;
- Reduce parking provision at pinch points to improve bus and vehicle movements;
- Restriction of Middle Glanmire Road to prevent through traffic or change Middle Glanmire Road to be one-way;
- Amendments to the road layout including suggestions to increase the road width to enable passing of on street parked cars, request for an additional lane (inbound) on Summerhill North to reduce queues and request to provide increased segregation to enforce the no-right turn at O'Mahony's Avenue;
- Request to extend the corridor to the east / to Ballyvolane to capture future development demand and to ensure bus reliability along the corridor; and
- Inclusion of a school zone from Dillons Cross to St Luke's Cross and onto Old Youghal Road.

### Wider suggestions

A range of other suggestions relating to alternative schemes or wider improvements were made:

- Address issues on the North Ring Road and South Ring Road / remove HGV traffic from the North Ring Road;
- Reroute all high-speed traffic to the city to the R635 / N20 North Ring Road rather than Ballyhooly Road;
- Implement a congestion charge / low emissions zone;
- Provide electric charging points;
- Introduce a residents parking zone in central residential areas / on Wellington Road;
- Tax businesses with private parking and out of town shopping centres with parking;
- Provide high visibility bollards to mark the location of residents' driveways;
- Provide free public transport combined with school zones / improve transport to schools. Suggestion to have a joined-up approach with school organisations to tackle school congestion;
- Provide filtered permeability in some areas;
- Introduce or encourage alternative modes of public transport such as electric trams, autonomous buses or rail; and
- Undertake a full-scale transport system review rather than the proposals.

### Wider BusConnects Programme

Some submissions commented on elements that relate to the wider BusConnects programme:

- Suggestion that bus fares should be reduced;
- Request for changes to the fleet such as using single decker buses only to reduce noise / air pollution or reducing the size of buses to fit Cork's streets;
- Suggestion to review the routing of buses (see Issue 5 Bus Network Redesign) such as use express buses from the city centre to outer areas; and
- Some queried why Park and Ride sites had not been considered, specifically to the north side of the city, considering that this would aid in tackling congestion.

#### **NTA Response to Issue 19:**

The designs taken to second public consultation (March 2023) were concept designs produced for the purpose of public engagement.

Some of the issues raised are outside the scope of the STC proposals, and as a result are not included as part of this project. Issues that were inside STC extents have considered on a case-by-case basis and the designs have been amended following the feedback received from the consultation. Some comments related to details that are more relevant to the next stages of design and will be considered at the appropriate stage.

With regard to St Luke's Cross junction, the design has been amended following the second public consultation and the right turn ban onto Middle Glanmire Road at St Luke's Cross is no longer proposed. The location of traffic signals and crossings within the area have been positioned to align with signal-controlled junctions. The proposed STC retains the closure of the slip road from Middle Glanmire Road to Summerhill North to enable improve pedestrian crossing facilities, however the movement between Middle Glanmire Road to Summerhill North will still be permitted.

Additional supporting measures such as traffic calming and public realm enhancements, will be considered at a later stage of design, following discussion with local groups. Quiet street treatment on Sli Gartan has been discussed with local groups and the designs will be updated prior to the next consultation. Public realm enhancements at St Luke's Cross and Dillions Cross have been discussed with local groups and includes improved and enhanced street spaces, wider footways and landscaping. Further enhancements will be considered as the design progresses.

A parking and loading survey and further modelling will be undertaken in order to finalise the preliminary designs. The removal of some on-street parking spaces will be required to facilitate the construction of the STC.

With regard to wider suggestions, many comments raised were outside the scope of the corridor, and as a result are not included as part of this project. With regard to comments relating to the wider BusConnects programme, a number of improvements to bus services are proposed as part of the programme. These would complement the proposals for Sustainable Transport Corridors. Further details related to the overall BusConnects programme can be found here: <https://busconnects.ie/cities/cork/>

## **Issue 20: Support for the Scheme**

Some submissions were supportive of the BusConnects proposals to provide sustainable transport improvements or supportive of elements of the proposals such as the STC objectives or local infrastructure improvements. A number of submissions supported a reduction in car usage and the provision of alternative

modes of transport. One submission referenced their support for the wider BusConnects initiative of improving ticketing and bus services.

A number of respondents expressed their support for improved bus priority or the bus infrastructure such as the bus gates whilst some indicated their support was dependent on enforcement or peak hour bus gates only. Some submissions referenced their support for the proposals due to the benefits to bus services, bus reliability and bus journey times.

Some submissions referenced their general support for improvements to pedestrian and cyclist facilities and safety. Some commented that the improved infrastructure should increase the use of cycle lanes. Some indicated their support for narrowing footpaths to facilitate other improvements where existing footpaths are wide.

Submissions also expressed support for public realm improvements or for the protection of heritage and landscape features. Some submissions considered that the proposed corridor would facilitate greater community cohesion and sustainability or align with the 15-minute neighbourhood approach.

Some submissions referenced their support for changes since the first public consultation, particularly on Summerhill North / Military Hill / St Luke's. Submissions shared their support for the changes to pedestrian infrastructure, removal of traffic lanes, amendments to bus lanes and parking arrangements and public realm improvements on Summerhill North. Some submissions also referenced their support for the approach to the design of the proposed corridor in the historical area.

Other submissions expressed support for additional areas of the proposed STC. At Wellington Road submissions were supportive of the pedestrian crossings, traffic calming measures and quiet street proposals. Support was also expressed for the quiet street treatment on Middle Glanmire and the measures on York Hill. Other submissions expressed their support for the signalisation at St Luke's Cross or the measures on Glen Avenue.

Some submissions referenced their support for additional pedestrian / Toucan crossings on Colmcille Avenue but requested that the positioning of them be amended. Other submissions expressed their support for the dedicated cycle route along Old Youghal Road and Colmcille Avenue, with others welcoming the extra bus stops in the area.

**NTA Response to Issue 20:**

The NTA welcomes this positive feedback and support of specific changes made to the STC in response to submissions from the public. The NTA will continue to engage with the public through both the statutory and non-statutory consultation processes to facilitate the development of a corridor that maximises the benefit to all.

## Issue 21: Technical Data / Surveys

Respondents raised queries or concerns about the data informing the proposals. Some raised concerns that traffic data or traffic modelling had not been used to develop the STC or review rerouting implications. Submissions requested that specific locations be surveyed and modelled to understand the traffic impacts. Others suggested additional traffic monitoring systems be put in place to understand current delays to buses along the STC.

Submissions also raised concerns about future forecast considerations, particularly in relation to congestion, cyclist demand and bus journey time savings.

Other submissions raised concerns about a lack of safety and risk assessment for cyclists, pedestrians and residents taking the topography of the area into account.

Another submission highlighted that there are additional trees which will be impacted (along Colmcille Avenue) that are not shown in the consultation brochures.

**NTA Response to Issue 21:**

The designs taken to public consultation in March to May 2023 were concept designs produced for the purpose of public engagement. At this stage of the project, it was not appropriate to carry out in-depth studies and surveys.

Traffic modelling and detailed three-dimensional (3D) topographical surveys for the entire route have been procured and will be used to inform further stages of design. Additional data on bus journey time and bus delays has been collated by the wider project team and will inform the Environmental Impact Assessment Report and traffic modelling. As part of the modelling, future growth and mode shift will be considered.

As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.

A range of other surveys will be conducted (for example, detailed tree surveys) to gather data that will also be used to refine design proposals and inform the next stages of design. These will also inform the Environmental Impact Assessment Report in which the potential impacts of the proposed corridor will be quantified.

**Issue 22: Other**

Some respondents commented on the potential enforcement of the corridor. The majority of comments about enforcement centred on the enforcement of bus gates and banned turns whilst other queried and suggested how other elements of the STC, such as parking restrictions and driving violations, could be enforced. One submission queried how the use of electric scooters and cyclists will be policed.

Submissions raised concerns with the construction impacts of the proposed STC and their concerns about potential impacts to power supply, utilities, noise and air pollution and traffic disruption.

Submissions also requested that the current and future population, the local demographics, surrounding developments and all modes of transport are considered. Submissions specifically requested that the new Northern Distributor Road, Ballyvolane Strategic Corridor, Ballincollig to City and Mahon tram are taken into account during the development of the proposed Scheme. A few submissions highlighted that all the Sustainable Transport Corridors should be integrated.

**NTA Response to Issue 22:**

With regards to enforcement, the NTA intends to implement supportive measures to ensure compliance with the proposed bus gates and other elements of the corridor under consideration.

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

The potential impact of the corridor 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 STC. This assessment will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the STC.

Future growth and committed STCs will be included within the appropriate transport modelling scenarios which will inform the design as the proposals progress through the next design stage, where the traffic implications will be assessed. Transport model scenarios will also take the STCs into account and mitigations measures will be proposed as appropriate.

The potential impacts of the proposals will be 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 STC. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on population and human health. This assessment will include for impacts generated during the construction phase as well as the operational phase of the project. These impacts will be considered by An Bord Pleanála in their assessment of the corridor.

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## Appendix A. Responses to Submissions on STC B

| Reference | Submission Statement  | NTA Response   |
|-----------|---|--|
| NTA-C14-7 | I have just read through the updated plan for bus connects. This plan addresses none of the concerns that we have as residents of [personal information redacted], Dillons Cross. Where are we supposed to park our car? Is there a plan in place for this? If so, when will residents be informed. Also any change to parking at our place of residence will affect our property prices. How are you planning to address this.<br>Kind regards,<br>Phil Corcoran.  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-7 | I have just read through the updated plan for bus connects. This plan addresses none of the concerns that we have as residents of [personal information redacted], Dillons Cross. Where are we supposed to park our car? Is there a plan in place for this? If so, when will residents be informed. Also any change to parking at our place of residence will affect our property prices. How are you planning to address this.<br>Kind regards,<br>Phil Corcoran.  | Please see the NTA's response to Issue 13 in this report |
| NTA-C14-8 | A right turn ban from Summerhill North to Middle Glanmire Road. In this proposed document there is a proposal for a right turn ban at St. Luke's cross on to middle Glanmire road. A road that feeds to a hotel, thousands of residents, Cope Foundation, Beech Hill garden centre, and multiple schools under Cope Foundation. If coming from summer hill, it would lead to significant traffic congestion feeding through dillons cross and mayfield to turn around to come back to middle Glanmire road as well as adding on to people's journeys significantly.<br>The B route mayfield to city is an ok route for bikes for one way. Downhill. It is not a suitable route for bikes from the city to Mayfield. It is the north side of Cork city. Based on hills. It is simply not logical to force so many bike lanes to a place that will not use them as frequently as you want. It's not plausible. The areas on this route are home to many elderly also who rely heavily on car transport.<br>This is also mentioned:<br>Left turn bans onto Gordon's Hill to complement the measures on Ballyhooly Road at Glen Avenue Again, by doing this, a hill that filters through from Ballyhooly road to old Youghal road. It is crazy to not think about how frustrating and inhibiting this would be for thousands of residents again. Causing people to have to drive further.<br>As an extremely concerned resident, I plead to reconsider these ridiculous measures. | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-8 | A right turn ban from Summerhill North to Middle Glanmire Road. In this proposed document there is a proposal for a right turn ban at St. Luke's cross on to middle Glanmire road. A road that feeds to a hotel, thousands of residents, Cope Foundation, Beech Hill garden centre, and multiple schools under Cope Foundation. If coming from summer hill, it would lead to significant traffic congestion feeding through dillons cross and mayfield to turn around to come back to middle Glanmire road as well as adding on to people's journeys significantly.<br>The B route mayfield to city is an ok route for bikes for one way. Downhill. It is not a suitable route for bikes from the city to Mayfield. It is the north side of Cork city. Based on hills. It is simply not logical to force so many bike lanes to a place that will not use them as frequently as you want. It's not plausible. The areas on this route are home to many elderly also who rely heavily on car transport.<br>This is also mentioned:<br>Left turn bans onto Gordon's Hill to complement the measures on Ballyhooly Road at Glen Avenue Again, by doing this, a hill that filters through from Ballyhooly road to old Youghal road. It is crazy to not think about how frustrating and inhibiting this would be for  | Please see the NTA's response to Issue 9 in this report  |



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|                   | <p>thousands of residents again. Causing people to have to drive further.<br/>                 As an extremely concerned resident, I plead to reconsider these ridiculous measures.</p>  |   |
| <p>NTA-C14-16</p> | <p>To Whom it may concern.</p> <p>After reading through and looking at maps for this proposed route i would like to make a few points.<br/>                 Im am writing this on behalf of my Father in Law who is a resident on Old Youghal road for the past 60 years and i also speak on the behalf of very concerned family members including my Wife (daughter of resident).</p> <p>Firstly as a resident he was not made aware of any of these proposed changes outside his home and driveway.<br/>                 As an 88 year old man who depends greatly on his car to get out for shopping,visiting family members, and visiting his recently deceased Wifes grave.He as well as us are very concerned on the impact these new changes will have on him.Him going out in the car is a major independence thing to get out and meet people also as he lives alone.</p> <p>We also have to think ahead and there maybe a time come nobody knows that we may need to call more often ourselves to look after him or even homehelp may need to call and this again will impact greatly on parking outside his gate for us and homehelp.<br/>                 I can see from looking at map 10 on page 37 (attached)that a new bus stop is proposed for outside his driveway,[personal information redacted] This firstly will impact hugely on access to his own driveway and trying to get in and out with buses passing etc.He is the only house on this section of road with a driveway so he will be impacted the most here. I ask you here why not leave the bus stop where the existing one is further down and it won't impact any ones drive and hasnt for years??.</p> <p>This will not only restrict this 88 year old man and the freedom of entering and leaving his own driveway it will have a major impact on family members including myself and my Wife who call every day and a few times daily as he lives alone.We need to park our cars outside his driveway as we have being doing for years to drop off stuff or for whatever reason.We also sometimes stay overnight and need to park outside the gate. Again his being the only driveway on this section of road i ask you again to consider leaving the bus stop where the existing one is as it will have no impact then.</p> <p>I see from the map there will be no bus lane or cycle lane here on this section am i correct in that?<br/>                 I hope you can see my concerns and that they are genuine and please can you relook at this again and leave the new bus stop where the existing one is and let this elderly man be able to leave his driveway clear and be able to freely enter and exit safely.The bus stop being so close to his driveway also adds a health and safety concern of people getting on and off the bus right outside his gate where he will be trying to back out onto a main road and the bus being so close will severly restrict his view as well as increased amounts of people.</p> <p>Leaving the bus stop where the existing one is could resolve all these major concerns.<br/>                 I persume as well we as family members can use this section of road at all times and to park outside his driveway as necessary and as stated im my reasons above.</p> <p>Regards.<br/>                 Ciaran and Ciaran O Driscoll.(concerned family members)<br/>                 Timmy Healy ([personal information redacted] Byefield Villas,Old Youghal Rd. Very Concerned resident).</p> | <p>Please see the NTA's response to Issue 4 in this report</p>  |
| <p>NTA-C14-16</p> | <p>To Whom it may concern.</p> <p>After reading through and looking at maps for this proposed route i would like to make a few points.<br/>                 Im am writing this on behalf of my Father in Law who is a resident on Old Youghal road for the past 60 years and i also speak on the behalf of very concerned family members including my Wife (daughter of resident).</p> <p>Firstly as a resident he was not made aware of any of these proposed changes outside his home and driveway.<br/>                 As an 88 year old man who depends greatly on his car to get out for shopping,visiting family members, and visiting his recently deceased Wifes grave.He as well as us are very concerned on the impact these new changes will have on him.Him going out in the car is a major independence thing to get out and meet people also as he lives alone.</p> <p>We also have to think ahead and there maybe a time come nobody knows that we may need to call more often ourselves to look after</p>   | <p>Please see the NTA's response to Issue 17 in this report</p> |

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| <p>NTA-C14-38</p> | <p>I would firstly like to point out, that if it wasn't for one of my neighbours, I would have had no idea that this proposal was even in place. I received no correspondence whatsoever regarding this eventhough it will have a incredibly negative impact on myself and my family.</p> <p>With regards to the Colmcille Avenue section of this proposal, having a bus stop here just before the turn to Iona road is incredibly dangerous. When you drive down Iona road and are turning right to go down Colmcille Avenue there will be no visibility whatsoever of opposing traffic should a bus be stopped here. There is a school at the top of this hill, as well as GAA pitches, so there is a constant flow of traffic. I honestly don't believe any due diligence was completed regarding this part of the proposal. If there's a bus stop positioned in this location, there will be at least one accident within the first 6 months. There is a green area roughly 20 metres further back which would be an ideal location should a new bus stop have to be positioned here. In relation to the cycle lanes, I appreciate that Cork City needs big improvements in this area but absolutely not in this chapter. My family has lived on Colmcille Avenue for over 40 years and I struggle to remember any cyclists passing here. It has nothing to do with lack of cycling lanes, it is purely down to the steep inclines. If this goes ahead, you would be impacting hundreds of peoples lives negatively for the benefit of an extreme minority, if any. From a personal point of view, we have an [personal information redacted] and both of my wife's parents [personal information redacted]. It simply would not be feasible for my family to keep living on Colmcille Avenue without parking outside our house. We have sacrificed so much in order to be able to buy our home here and these proposals would force us to sell.</p>  | <p>Please see the NTA's response to Issue 17 in this report</p> |
| <p>NTA-C14-38</p> | <p>I would firstly like to point out, that if it wasn't for one of my neighbours, I would have had no idea that this proposal was even in place. I received no correspondence whatsoever regarding this eventhough it will have a incredibly negative impact on myself and my family.</p> <p>With regards to the Colmcille Avenue section of this proposal, having a bus stop here just before the turn to Iona road is incredibly dangerous. When you drive down Iona road and are turning right to go down Colmcille Avenue there will be no visibility whatsoever of opposing traffic should a bus be stopped here. There is a school at the top of this hill, as well as GAA pitches, so there is a constant flow of traffic. I honestly don't believe any due diligence was completed regarding this part of the proposal. If there's a bus stop positioned in this location, there will be at least one accident within the first 6 months. There is a green area roughly 20 metres further</p>   | <p>Please see the NTA's response to Issue 18 in this report</p> |

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|            | <p>back which would be an ideal location should a new bus stop have to be positioned here. In relation to the cycle lanes, I appreciate that Cork City needs big improvements in this area but absolutely not in this chapter. My family has lived on Colmcille Avenue for over 40 years and I struggle to remember any cyclists passing here. It has nothing to do with lack of cycling lanes, it is purely down to the steep inclines. If this goes ahead, you would be impacting hundreds of peoples lives negatively for the benefit of an extreme minority, if any. From a personal point of view, we have an [personal information redacted] and both of my wife's parents [personal information redacted]. It simply would not be feasible for my family to keep living on Colmcille Avenue without parking outside our house. We have sacrificed so much in order to be able to buy our home here and these proposals would force us to sell.</p>  |  |
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| NTA-C14-40 | <p>The entire middle glanmire road area has been earmarked as a quiet street, meaning no public transport is provided for an aging population in the area, for access to Montenotte care centre, or cope. A minibus connect system from the main mayfield route a few times a day, would easily resolve the issue. The mainly elderly residents are unlikely to benefit from the proposed cycle quiet street proposal without easy access to even occasional public transport</p>  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-40 | <p>The entire middle glanmire road area has been earmarked as a quiet street, meaning no public transport is provided for an aging population in the area, for access to Montenotte care centre, or cope. A minibus connect system from the main mayfield route a few times a day, would easily resolve the issue. The mainly elderly residents are unlikely to benefit from the proposed cycle quiet street proposal without easy access to even occasional public transport</p>  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-57 | <p>There are two pedestrian crossings noted on the map for STC B - Mayfield to Cork City - page 32. Both of these pedestrian crossings should be a raised table type crossing painted a different colour to the rest of the street to alert drivers, to calm traffic and to facilitate the safe movement of parents with small children and students moving into and out of the St Patrick's Schools Campus on a twice daily basis. There should be additional tactile kerbing installed at both sides of both pedestrian crossings to facilitate students with visual impairments. In addition, both pedestrian crossing should have improved signaling to indicated the presence of pedestrian crossings with school children crossing. The present signalling on the Ballyhooly road pedestrian crossing is small &amp; confusing for pedestrians and prioritises motor traffic on a very busy road. Signs indicating that this is a school zone should be installed from St Luke's Cross to Dillon's Cross to the junction of the Old Youghal road with Gardiner's Hill to alert drivers to the large number of parents &amp; students entering in the mornings and afternoons.</p>  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-57 | <p>There are two pedestrian crossings noted on the map for STC B - Mayfield to Cork City - page 32. Both of these pedestrian crossings should be a raised table type crossing painted a different colour to the rest of the street to alert drivers, to calm traffic and to facilitate the safe movement of parents with small children and students moving into and out of the St Patrick's Schools Campus on a twice daily basis. There should be additional tactile kerbing installed at both sides of both pedestrian crossings to facilitate students with</p>  | Please see the NTA's response to Issue 19 in this report |

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| NTA-C14-80  | Considering the complete disregard of road users for existing Bus Gates around the City, will the proposed ones from Mayfield be enforced? Only with enforcement can this system work.<br>Was the Gardai consulted on this. What are their proposals regarding enforcement?<br>Without enforcement you will also send Brooklodge bus traffic through a bottleneck in Mayfield-St Luke which will result in longer bus journeys than the current 214.  | Please see the NTA's response to Issue 4 in this report  |
| NTA-C14-93  | As a resident that will be directly impacted by the proposed changes, I am overall I am very supportive of the Bus Connects Sustainable Transport Corridor - Mayfield to City. I think this is what we really need - to make cycling and public transport a viable option for those who are physically able to get out of their cars, and to free up space on our roads and reduce traffic so those who need to use a car can do so. A concern that I do have is the proposed cycle route from Old Youghal Road up Murmont Lawn. To quote the preferred route option description "the facilities for pedestrians, cyclists and buses merge and travel west along Old Youghal Road as far as Murmont Lawn. From here a quiet street route is proposed via Leycester's Lane and Middle Glanmire Road before cyclists continue to the city via Wellington Road, York Hill and Summerhill North." My concern is that cyclists may not use the quiet street route as there is a steep hill when you turn off Old Youghal Road onto Murmont Lawn.<br>Other than that I think the proposed route is good and I am looking forward to it going ahead. | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-93  | As a resident that will be directly impacted by the proposed changes, I am overall I am very supportive of the Bus Connects Sustainable Transport Corridor - Mayfield to City. I think this is what we really need - to make cycling and public transport a viable option for those who are physically able to get out of their cars, and to free up space on our roads and reduce traffic so those who need to use a car can do so. A concern that I do have is the proposed cycle route from Old Youghal Road up Murmont Lawn. To quote the preferred route option description "the facilities for pedestrians, cyclists and buses merge and travel west along Old Youghal Road as far as Murmont Lawn. From here a quiet street route is proposed via Leycester's Lane and Middle Glanmire Road before cyclists continue to the city via Wellington Road, York Hill and Summerhill North." My concern is that cyclists may not use the quiet street route as there is a steep hill when you turn off Old Youghal Road onto Murmont Lawn.<br>Other than that I think the proposed route is good and I am looking forward to it going ahead. | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-114 | Overall I'm very supportive of the proposed changes especially the improvements to cycle infrastructure as I currently commute to work in the city centre by bike.<br>Currently I live on the 207 route which I occasionally use. Like many others I would use it daily if it were more reliable but have been let down on my way to work too many times.<br>The main reason it's late is due to getting held up on Summerhill North and on the Ballyhooley Road. The propsed updates remove dedicated bus lanes on this route which I disagree with. I feel the original proposal would resolve many of the problems for buses on this stretch of road. I urge you to reinstate the originally proposed bus lanes.   | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-114 | Overall I'm very supportive of the proposed changes especially the improvements to cycle infrastructure as I currently commute to work in the city centre by bike.<br>Currently I live on the 207 route which I occasionally use. Like many others I would use it daily if it were more reliable but have been let down on my way to work too many times.<br>The main reason it's late is due to getting held up on Summerhill North and on the Ballyhooley Road. The propsed updates remove dedicated bus lanes on this route which I disagree with. I feel the original proposal would resolve many of the problems for buses on this stretch of road. I urge you to reinstate the originally proposed bus lanes.   | Please see the NTA's response to Issue 19 in this report |

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| NTA-C14-115 | <p>The removal of the proposed bike lane in favour of a "quiet street" on Wellington Road is a backward step. This street is already a "quiet street" but still has issues with cars passing close-by to cyclists. As do most of the streets in the city. Segregated bike lanes on this street would really encourage people to use it more and would greatly improve safety.</p>  | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-140 | <p>I object to the bus gate proposal along Ballyhooly road at Glen Avenue, this is very poorly thought out. The issue in the previous proposal has now just been moved further north up the road to impact the resident there...without actually discussing with the residents before publishing this new proposal and causing aggravation and stress.</p> <p>The proposed bus gate would impact the residents who live in the vicinity of Ballyhooly Road north of Glen Avenue. The proposed bus gate would impact the journeys we have to creche, schools and work. I did not read that the objectives of this bus connects programme would be that we need to change where our child care is based or where we work? We would be prevented from going south along Ballyhooly road to St. Luke's and through the city center to access the South Link Road. The proposed bus gate would mean we have to go via Glen Avenue and the North Ring Road in order to access established routes in the morning and evening, thereby perhaps doubling the time needed for the journey in the morning and evening, perhaps impacting the time we can get to creche's, schools for pick up and the extra time we need to take off work to allow for the extended route - is the bus connects programme going to compensate us for this? Again, I did not read this in the objectives of the programme, but may have missed it. Could the bus gate not start at the intersection of Ballyhooly Road and the North Ring Road, if the goal is to get all traffic onto the North Ring Road? (pending review with residents along this section of Ballyhooly Road).</p> | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-140 | <p>I object to the bus gate proposal along Ballyhooly road at Glen Avenue, this is very poorly thought out. The issue in the previous proposal has now just been moved further north up the road to impact the resident there...without actually discussing with the residents before publishing this new proposal and causing aggravation and stress.</p> <p>The proposed bus gate would impact the residents who live in the vicinity of Ballyhooly Road north of Glen Avenue. The proposed bus gate would impact the journeys we have to creche, schools and work. I did not read that the objectives of this bus connects programme would be that we need to change where our child care is based or where we work? We would be prevented from going south along Ballyhooly road to St. Luke's and through the city center to access the South Link Road. The proposed bus gate would mean we have to go via Glen Avenue and the North Ring Road in order to access established routes in the morning and evening, thereby perhaps doubling the time needed for the journey in the morning and evening, perhaps impacting the time we can get to creche's, schools for pick up and the extra time we need to take off work to allow for the extended route - is the bus connects programme going to compensate us for this? Again, I did not read this in the objectives of the programme, but may have missed it. Could the bus gate not start at the intersection of Ballyhooly Road and the North Ring Road, if the goal is to get all traffic onto the North Ring Road? (pending review with residents along this section of Ballyhooly Road).</p> | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-140 | <p>I object to the bus gate proposal along Ballyhooly road at Glen Avenue, this is very poorly thought out. The issue in the previous proposal has now just been moved further north up the road to impact the resident there...without actually discussing with the residents before publishing this new proposal and causing aggravation and stress.</p> <p>The proposed bus gate would impact the residents who live in the vicinity of Ballyhooly Road north of Glen Avenue. The proposed bus gate would impact the journeys we have to creche, schools and work. I did not read that the objectives of this bus connects programme would be that we need to change where our child care is based or where we work? We would be prevented from going south along Ballyhooly road to St. Luke's and through the city center to access the South Link Road. The proposed bus gate would mean we have to go via Glen Avenue and the North Ring Road in order to access established routes in the morning and evening, thereby perhaps doubling the time needed for the journey in the morning and evening, perhaps impacting the time we can get to creche's, schools for pick up and the extra time we need to take off work to allow for the extended route - is the bus connects programme going to compensate us for this? Again, I did not read this in the objectives of the programme, but may have missed it. Could the bus gate not start at the intersection of Ballyhooly Road and the North Ring Road, if the goal is to get all traffic onto the North Ring Road? (pending review with residents along this section of Ballyhooly Road).</p> | Please see the NTA's response to Issue 22 in this report |

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| <p>NTA-C14-140</p> | <p>I object to the bus gate proposal along Ballyhooly road at Glen Avenue, this is very poorly thought out. The issue in the previous proposal has now just been moved further north up the road to impact the resident there...without actually discussing with the residents before publishing this new proposal and causing aggravation and stress.</p> <p>The proposed bus gate would impact the residents who live in the vicinity of Ballyhooly Road north of Glen Avenue. The proposed bus gate would impact the journeys we have to creche, schools and work. I did not read that the objectives of this bus connects programme would be that we need to change where our child care is based or where we work? We would be prevented from going south along Ballyhooly road to St. Luke's and through the city center to access the South Link Road. The proposed bus gate would mean we have to go via Glen Avenue and the North Ring Road in order to access established routes in the morning and evening, thereby perhaps doubling the time needed for the journey in the morning and evening, perhaps impacting the time we can get to creche's, schools for pick up and the extra time we need to take off work to allow for the extended route - is the bus connects programme going to compensate us for this? Again, I did not read this in the objectives of the programme, but may have missed it. Could the bus gate not start at the intersection of Ballyhooly Road and the North Ring Road, if the goal is to get all traffic onto the North Ring Road? (pending review with residents along this section of Ballyhooly Road).</p>  | <p>Please see the NTA's response to Issue 19 in this report</p> |
| <p>NTA-C14-182</p> | <p>Hi</p> <p>Firstly I would like to state I am supporter of the bus connect plan, I live on the Ballyhooly road in Cork City and as resident of the area and both a motorist and cyclist who commutes to work daily I have a number of observations.</p> <p>The proposed cycle lane on Murmount lawn, As a regular cyclist nobody coming from Mayfield to toward the city will deviate from the "old Youghal road" to cycle up the Murmount lawn due to the elevation and incline of the hill there. It doesn't make sense when there is a direct downhill path Old Youghal road and into St Luke cross. The proposed no right turn ban in St Lukes also reduces the effectiveness of this proposal Going from City to Mayfield people will cycle up St Lukes into Dillions cross and up the old Youghal Road , rather then extremely difficult hill with substantial incline and elevation on Murmount Lawn.</p> <p>The proposed bus gate on the Ballyhooly road going form City towards Ballyvolane The biggest choke point from traffic coming out of city is between St Lukes and Dillions cross insufficient space to pass and no bike lanes. Traffic regularly builds up because of the right turn at the Dillions cross to the "Old Youghal road", the bus gate will only increase the traffic turning right in conjunction with the proposed right turn ban in St. Lukes. To avoid this people will use Gardiners hill a narrower residential street. As a resident of Ballyhooly road for well over 10 years traffic impacting buses rarely backs up beyond Gordons hill, there is a bus lane just past the glen park. I fail to see how the bus gate at Ballyhooly road will reduce travel times. What slows traffic outbound is the right turn on to Gordons hill and buildup of traffic at Ballyvolane I cannot see how the bus gate will be enforced or obeyed in the peak times without a physical barrier. A tag system similar to tolls and if so those tags could be given to local residents to allow access. To avoid the bus gate people will either ignore the no left turn from old Youghal road to Gordons hill to get back on to the Ballyhooly road or those who are more law abiding will go up gardeners hill and come down by St Joesphs Church and take the right turn on to Gordons hill to access Ballyhooly road or go up the old Youghal road do a turn at Murmount lawn to use the legal right turn at Gordons hill to access Ballyhooly road. All these options will be considerably faster then diverting through the Glen at proposed at peak times.</p> <p>The proposed bus gate on the Ballyhooly road impact to traffic going to Ballyvolane towards City Ballyhooly road toward the City, traffic speed since the road toward Ballyvolane was upgraded the speed of traffic on the road has increased substantially. The only delay in traffic is the left turn on Gordons hill proposed to be removed. Theis will only increase speed of traffic entering a residential area there need to be some speed calming measures put in place. The proposed no right turn during peak times going from Ballyhooly road towards town at the Glen, in theory it will increase the flow of traffic, it is one of the main reasons for the slowdown of traffic in the morning. But I fail to see how it will be enforced and if so will only force people to turn right at Dillions cross on to an even narrower road which will back up onto Ballyhooly road. A lot of the traffic turning right is for the barracks, Cork Prison and schools on Patricks hill who are all on the old Youghal road. There also need to be adequate pedestrian crossing added to Ballyhooly road. One of the biggest issues with traffic is deliveries to businesses in St Lukes during morning/ evening rush hours blocking lanes. The illegal right turn from O'Mahonys avenue is never enforced and is seen as a suggestion more cars make an illegal turn then obey</p> | <p>Please see the NTA's response to Issue 20 in this report</p> |



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| <p>NTA-C14-182</p> | <p style="text-align: center;">Hi</p> <p>Firstly I would like to state I am supporter of the bus connect plan, I live on the Ballyhooly road in Cork City and as resident of the area and both a motorist and cyclist who commutes to work daily I have a number of observations.</p> <p>The proposed cycle lane on Murmount lawn, As a regular cyclist nobody coming from Mayfield to toward the city will deviate from the "old Youghal road" to cycle up the Murmount lawn due to the elevation and incline of the hill there. It doesn't make sense when there is a direct downhill path Old Youghal road and into St Luke cross. The proposed no right turn ban in St Lukes also reduces the effectiveness of this proposal. Going from City to Mayfield people will cycle up St Lukes into Dillions cross and up the old Youghal Road, rather then extremely difficult hill with substantial incline and elevation on Murmount Lawn.</p> <p>The proposed bus gate on the Ballyhooly road going form City towards Ballyvolane The biggest choke point from traffic coming out of city is between St Lukes and Dillions cross insufficient space to pass and no bike lanes. Traffic regularly builds up because of the right turn at the Dillions cross to the "Old Youghal road", the bus gate will only increase the traffic turning right in conjunction with the proposed right turn ban in St. Lukes. To avoid this people will use Gardiners hill a narrower residential street. As a resident of Ballyhooly road for well over 10 years traffic impacting buses rarely backs up beyond Gordons hill, there is a bus lane just past the glen park. I fail to see how the bus gate at Ballyhooly road will reduce travel times. What slows traffic outbound is the right turn on to Gordons hill and buildup of traffic at Ballyvolane I cannot see how the bus gate will be enforced or obeyed in the peak times without a physical barrier. A tag system similar to tolls and if so those tags could be given to local residents to allow access. To avoid the bus gate people will either ignore the no left turn from old Youghal road to Gordons hill to get back on to the Ballyhooly road or those who are more law abiding will go up gardeners hill and come down by St Joesphs Church and take the right turn on to Gordons hill to access Ballyhooly road, or go up the old Youghal road do a turn at Murmount lawn to use the legal right turn at Gordons hill to access Ballyhooly road. All these options will be considerably faster then diverting through the Glen at proposed at peak times.</p> <p>The proposed bus gate on the Ballyhooly road impact to traffic going to Ballyvolane towards City Ballyhooly road toward the City, traffic speed since the road toward Ballyvolane was upgraded the speed of traffic on the road has increased substantially. The only delay in traffic is the left turn on Gordons hill proposed to be removed. This will only increase speed of traffic entering a residential area there need to be some speed calming measures put in place. The proposed no right turn during peak times going from Ballyhooly road towards town at the Glen, in theory it will increase the flow of traffic, it is one of the main reasons for the slowdown of traffic in the morning. But I fail to see how it will be enforced and if so will only force people to turn right at Dillions cross on to an even narrower road which will back up onto Ballyhooly road. A lot of the traffic turning right is for the barracks, Cork Prison and schools on Patricks hill who are all on the old Youghal road. There also need to be adequate pedestrian crossing added to Ballyhooly road. One of the biggest issues with traffic is deliveries to businesses in St Lukes during morning/ evening rush hours blocking lanes. The illegal right turn from O'Mahonys avenue is never enforced and is seen as a suggestion more cars make an illegal turn then obey it. The illegal right turn from York Hill to Summerhill north going towards the city people divert down wellington road and take illegal right turns at the bottom of York hill to get back onto the Summerhill North. Its seen as a suggestion more then an illegal right</p> | <p>Please see the NTA's response to Issue 9 in this report</p> |



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|                           | <p style="text-align: center;">Brian Eccles</p>   |   |
| <p><b>NTA-C14-188</b></p> | <p style="text-align: center;">Hi there,</p> <p>I would like to voice my concern about the wide ranging changes to my street, it is a residential area, and you are proposing the removal of all on street parking, a lot of residents will have no parking outside their home as a result, the local businesses will lose their customers as there will be no parking for them. The elderly population, will not be able to access the pharmacy etc.</p> <p>There are 2 play schools on the old youghal road and parking is to be removed there too, how will you facilitate ease of drop off and collection? Which is often done by grandparents, or Parents with younger children in cars???</p> <p>The proposal also requires the removal of 4 beautiful mature trees, all From Colmcille Avenue, I think this is to accommodate cycle lanes. At the moment there are very few cyclists that commute along this road, as it is the steepest way to cycle into town. We do have the odd weekender cyclist, but I could count them on my hand.</p> <p>The removal of the speed bumps on our road, which we canvassed for, for years, and were only put in place in the last year or so will cause traffic to speed up on an already busy road. I have 3 young children and would object wholly to this.</p> <p>The removal of the 208 route on our road is crazy, it was one of the reasons we moved into the area so my kids could take the bus to/from school or college. I have [Personal information redacted] child and would've hoped that the bus service would allow her to develop more independence. There is a large number of adults that use the 208 bus to access Cope foundation on the middle glanmire road, how are they supposed to get their place of work safely? The elderly population on our road use the bus service to get to CUH easily. I also wonder did anyone consult with the bus drivers that drive the route to ask them where they meet the most delays because it is certainly not on Colmcille Avenue.</p> <p>To say that the no. 21 bus service will make amends for this is not sufficient, an hourly bus service does not make up for the loss of bus stops and a regular 208 service.</p> <p>please review your plans, I fear for my local community if these go ahead. I also feel they were brought without sufficient info given to the residents, the flyers were not dropped to every house and had it not been for a few very sharp neighbours most of the residents would be none the wiser.</p> | <p>Please see the NTA's response to Issue 11 in this report</p> |
| <p><b>NTA-C14-188</b></p> | <p style="text-align: center;">Hi there,</p> <p>I would like to voice my concern about the wide ranging changes to my street, it is a residential area, and you are proposing the removal of all on street parking, a lot of residents will have no parking outside their home as a result, the local businesses will lose their customers as there will be no parking for them. The elderly population, will not be able to access the pharmacy etc.</p> <p>There are 2 play schools on the old youghal road and parking is to be removed there too, how will you facilitate ease of drop off and collection? Which is often done by grandparents, or Parents with younger children in cars???</p> <p>The proposal also requires the removal of 4 beautiful mature trees, all From Colmcille Avenue, I think this is to accommodate cycle lanes. At the moment there are very few cyclists that commute along this road, as it is the steepest way to cycle into town. We do have the odd weekender cyclist, but I could count them on my hand.</p> <p>The removal of the speed bumps on our road, which we canvassed for, for years, and were only put in place in the last year or so will cause traffic to speed up on an already busy road. I have 3 young children and would object wholly to this.</p> <p>The removal of the 208 route on our road is crazy, it was one of the reasons we moved into the area so my kids could take the bus to/from school or college. I have [Personal information redacted] child and would've hoped that the bus service would allow her to develop more independence. There is a large number of adults that use the 208 bus to access Cope foundation on the middle glanmire road, how are they supposed to get their place of work safely? The elderly population on our road use the bus service to get to CUH easily. I also wonder did anyone consult with the bus drivers that drive the route to ask them where they meet the most delays</p>   | <p>Please see the NTA's response to Issue 14 in this report</p> |

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|                           | <p>because it is certainly not on Colmcille Avenue.</p> <p>To say that the no. 21 bus service will make amends for this is not sufficient, an hourly bus service does not make up for the loss of bus stops and a regular 208 service.</p> <p>please review your plans, I fear for my local community if these go ahead. I also feel they were brought without sufficient info given to the residents, the flyers were not dropped to every house and had it not been for a few very sharp neighbours most of the residents would be none the wiser.</p>  |   |
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| <p><b>NTA-C14-188</b></p> | <p>Hi there,</p> <p>I would like to voice my concern about the wide ranging changes to my street, it is a residential area, and you are proposing the removal of all on street parking, a lot of residents will have no parking outside their home as a result, the local businesses will lose their customers as there will be no parking for them. The elderly population, will not be able to access the pharmacy etc.</p> <p>There are 2 play schools on the old youghal road and parking is to be removed there too, how will you facilitate ease of drop off and collection? Which is often done by grandparents, or Parents with younger children in cars???</p> <p>The proposal also requires the removal of 4 beautiful mature trees, all From Colmcille Avenue, I think this is to accommodate cycle lanes. At the moment there are very few cyclists that commute along this road, as it is the steepest way to cycle into town. We do have the odd weekender cyclist, but I could count them on my hand.</p> <p>The removal of the speed bumps on our road, which we canvassed for, for years, and were only put in place in the last year or so will cause traffic to speed up on an already busy road. I have 3 young children and would object wholly to this.</p> <p>The removal of the 208 route on our road is crazy, it was one of the reasons we moved into the area so my kids could take the bus to/from school or college. I have [Personal information redacted] child and would've hoped that the bus service would allow her to</p>   | <p>Please see the NTA's response to Issue 5 in this report</p>  |



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| NTA-C14-198 | <p>So disappointed in the lack of ambition and creativity in the new revised Mayfield City route - essentially no change to current set up except some paint on the road for "bus gates" that will be ignored. There was an opportunity for real and lasting change here - such a missed opportunity.</p> <p>Re Middle Glanmi re Road - how about making it one way to really improve the lives of those that travel it regularly ?</p>   | Please see the NTA's response to Issue 4 in this report  |
| NTA-C14-198 | <p>So disappointed in the lack of ambition and creativity in the new revised Mayfield City route - essentially no change to current set up except some paint on the road for "bus gates" that will be ignored. There was an opportunity for real and lasting change here - such a missed opportunity.</p> <p>Re Middle Glanmi re Road - how about making it one way to really improve the lives of those that travel it regularly ?</p>   | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-199 | <p>I am a resident in Iona park and I bought my house 2 years ago and I wish to object to the proposed cycle lanes as outlined on pages 49,50 &amp;51 of Mayfield to city publication. While I welcome progress and investment I feel the area is being penalised by taking away</p>  | Please see the NTA's response to Issue 9 in this report  |



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|             | <p>parking, as half the houses here rely on roadside parking. Our area has an older generation which have families, carers etc who rely on this roadside parking. Home help services, emergency services also need easy access to these residents. the plan doesnt seem to take into account that half of these houses are on a hill and cork has a 2% population of people that cycle. i can assure you I do not cycle and needer does anybody on this road. The proposed new bus stop at Colmcille Ave between Iona green and Iona place- It can be a blind spot with me witnessing one accident in the last 6 months with a motor cyclist getting thrown off his bike. This is not the best placing. Traffic problems are already an issue in the mornings because of the junction here, it is also an access road to our local school Gaelscoil an ghoirt alainn. While the toucan crossing would be very welcome, I also feel that this is badly placed. while more free flowing bus routes are a great idea, the fact that traffic from the north ring road/ tinkers cross can no longer turn right up old youghal road, or north Ring Road/silversprings hill no longer turning left up old youghal rd(page 48) due to proposed new bus lane, the traffic will potentially increase on Colmcille Avenue. Our other concern is the lack of parking at the top of the road where businesses are (bourkes pharmacy t23eh11) just to name one of the businesses. this will impact greatly on our local business who service our local community. I have students in my house and this also takes time from the easy access of getting to and from school every day. Now from the environmental aspect trees are going to be taken down in order to facilitate the cycle lane.</p>   |   |
| NTA-C14-199 | <p>I am a resident in Iona park and I bought my house 2 years ago and I wish to object to the proposed cycle lanes as outlined on pages 49,50 &amp;51 of Mayfield to city publication. while I welcome progress and investment I feel the area is being penalised by taking away parking, as half the houses here rely on roadside parking. Our area has an older generation which have families, carers etc who rely on this roadside parking. Home help services, emergency services also need easy access to these residents. the plan doesnt seem to take into account that half of these houses are on a hill and cork has a 2% population of people that cycle. i can assure you I do not cycle and needer does anybody on this road. The proposed new bus stop at Colmcille Ave between Iona green and Iona place- It can be a blind spot with me witnessing one accident in the last 6 months with a motor cyclist getting thrown off his bike. This is not the best placing. Traffic problems are already an issue in the mornings because of the junction here, it is also an access road to our local school Gaelscoil an ghoirt alainn. While the toucan crossing would be very welcome, I also feel that this is badly placed. while more free flowing bus routes are a great idea, the fact that traffic from the north ring road/ tinkers cross can no longer turn right up old youghal road, or north Ring Road/silversprings hill no longer turning left up old youghal rd(page 48) due to proposed new bus lane, the traffic will potentially increase on Colmcille Avenue. Our other concern is the lack of parking at the top of the road where businesses are (bourkes pharmacy t23eh11) just to name one of the businesses. this will impact greatly on our local business who service our local community. I have students in my house and this also takes time from the easy access of getting to and from school every day. Now from the environmental aspect trees are going to be taken down in order to facilitate the cycle lane.</p> | Please see the NTA's response to Issue 7 in this report |
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| <p><b>NTA-C14-199</b></p> | <p>I am a resident in Iona Park and I bought my house 2 years ago and I wish to object to the proposed cycle lanes as outlined on pages 49, 50 &amp; 51 of Mayfield to City publication. While I welcome progress and investment I feel the area is being penalised by taking away parking, as half the houses here rely on roadside parking. Our area has an older generation which have families, carers etc who rely on this roadside parking. Home help services, emergency services also need easy access to these residents. The plan doesn't seem to take into account that half of these houses are on a hill and Cork has a 2% population of people that cycle. I can assure you I do not cycle and neither does anybody on this road. The proposed new bus stop at Colmcille Ave between Iona Green and Iona Place - It can be a blind spot with me witnessing one accident in the last 6 months with a motor cyclist getting thrown off his bike. This is not the best placing. Traffic problems are already an issue in the mornings because of the junction here, it is also an access road to our local school Gaelscoil an Ghoirt Alainn. While the Toucan crossing would be very welcome, I also feel that this is badly placed. While more free flowing bus routes are a great idea, the fact that traffic from the North Ring Road/ Tinkers Cross can no longer turn right up Old Youghal Road, or North Ring Road/Silversprings Hill no longer turning left up Old Youghal Rd (page 48) due to proposed new bus lane, the traffic will potentially increase on Colmcille Avenue. Our other concern is the lack of parking at the top of the road where businesses are (Bourkes Pharmacy T23EH11) just to name one of the businesses. This will impact greatly on our local business who service our local community. I have students in my house and this also takes away from the easy access of getting to and from school every day. Now from the environmental aspect trees are going to be taken down in order to facilitate the cycle lane.</p> | <p>Please see the NTA's response to Issue 11 in this report</p> |
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| <p>NTA-C14-202</p> | <p style="text-align: center;">Dear Sir, Madam,</p> <p>Having been made aware of the City plans to transform this corridor to allow more public transports and bicycles, I would like to object to some of the changes.</p> <p>Firstly, an important issue that I would like to bring to your attention is the proposed bus gate during peak hours on a stretch of the Old Youghal Road. I understand that people of Mayfield have suffered from public transport during those hours; either as buses were full around these times or buses had been delayed -elsewhere on the journey. But already with more buses available on this route 208, this problem seem lesser.</p> <p>Nonetheless this stretch of road does not suffer from congestion during these times! I can point out a stretch closer to Dillon's Cross where this happens or around St Lukes Cross. But traffic is fluid on the Old Youghal Road stretch from Tinker's Cross to Iona Park in Mayfield. A lot of the local population already uses the bus services, this bus gate is really not necessary.</p> <p>The road closure would mostly impact the residents of the locality using a car. It will block off some of the residents living at the City Council properties, as their entrances are directly on that stretch. People who are from a lower socio-economic class, that need their vehicle to transport to their work location, possibly further afield or outside the city.</p> <p>Secondly I would like to point out to the few houses alongside The Cotton Ball at Byefield Villas, where parking would be taken away. I understand the need to change our way of transport, moving away from fossil fuels, but it really needs to be gradual. I fear some of the residents at this location would be negatively impacted from this 'No parking' as, on this row live some older citizens and few single parents. With reduced mobility, less access for visitors and managing small children, this change might be a challenge for this community.</p> <p>From those points, I would ask you to consider the impact on the local population from this road closure and reduced local parking. You would be taking away some privileges from people that do not have too many. Those concerned definitely need to be consulted and schemes need to be put in places to help make this transition for everyone gradual and smooth.</p> <p style="text-align: center;">Kind regards,<br/>Lola Delton</p> | <p>Please see the NTA's response to Issue 7 in this report</p>  |
| <p>NTA-C14-202</p> | <p style="text-align: center;">Dear Sir, Madam,</p> <p>Having been made aware of the City plans to transform this corridor to allow more public transports and bicycles, I would like to object to some of the changes.</p> <p>Firstly, an important issue that I would like to bring to your attention is the proposed bus gate during peak hours on a stretch of the Old Youghal Road. I understand that people of Mayfield have suffered from public transport during those hours; either as buses were full around these times or buses had been delayed -elsewhere on the journey. But already with more buses available on this route 208, this problem seem lesser.</p> <p>Nonetheless this stretch of road does not suffer from congestion during these times! I can point out a stretch closer to Dillon's Cross where this happens or around St Lukes Cross. But traffic is fluid on the Old Youghal Road stretch from Tinker's Cross to Iona Park in Mayfield. A lot of the local population already uses the bus services, this bus gate is really not necessary.</p>   | <p>Please see the NTA's response to Issue 11 in this report</p> |

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|                    | <p>Kind regards,<br/>                 Lola Delton</p>   |  |
| <p>NTA-C14-209</p> | <p>First of all, I would like to say that I have lived in Cork City for all of my adult life, a period of several decades, and have never owned a car or have even learned to drive. I have managed to resist the relentless pressure to learn to drive because I believe using cars, particularly traditional Internal Combustion Engine cars, are extremely detrimental to the environment, both locally in terms of exhaust fumes and globally in terms of greenhouse gas emissions.</p> <p>I have always therefore, got around the city through a combination of cycling, walking and public transport. I believe that everyone should aspire to live the same way. During the lockdown in 2020 I was overwhelmed by the peace and quiet the lack of cars on the road offered as well as the lack of pollution. I wished, like many environmentalists, that this could become a “new normal” and was depressed when people seemed to be so eager to get back into their cars when the lockdown finished, though I had some understanding of the reasons.</p> <p>Cities, including Cork are designed largely with cars in mind, shopping centres are based on the edge of cities leaving them hard to get to without a car, and it is very difficult for many people to afford a place to live near their place of work. People living rurally have become even more dependent on cars. In addition to this, the cars that people are all but forced to use are quite expensive for many people, with repayments, depreciation, insurance payments and adding up to a sizeable amount of many people’s income. It’s understandable that people would not want to leave such an expensive item unused. It’s also true, however, that many car journeys are short journeys that could easily be made on foot or by bicycle and people should be encouraged to do so by any means possible. Having looked at the BusConnects proposals in some detail, I do not believe that they are the right means of doing so in general, and with regard to my own local route in particular.</p> <p>As I have said already, I am very much in favour of cycling in general and I believe that cycle paths in general are a good thing. However, the cycle path proposed for the section of Old Youghal Road between Iona Park and St. Joseph’s Church is a typically ill-designed Cork cycle path that would cover approximately 800m of the 3km route from Mayfield to Cork before trailing off as soon as the road narrows between St. Joseph’s and Dillon’s Cross. As a cyclist myself, I’m aware that ending a cycle path just where the road narrows can often put cyclists in more jeopardy.</p> <p>In addition, as someone who lives in the area I suspect very strongly that the reason I see so few bicycles passing my house is not because of the lack of a bicycle path on this particular stretch of the road but because the journey from the city is such a steep one (a 97m ascent in the space of 2km) that many people are unable to manage it on a conventional bike, though this will become less of an issue as electric bikes become more affordable. I often stand waiting for a bus for twenty minutes or more watching dozens of cars go past but not a single bike.</p> <p>What’s most objectionable about the idea is that it appears from the visualisation on Youtube that the bicycle path will not replace paved road but grass verges for some of the journey. It does appear that the trees will be left in place along Old Youghal Road, though, shockingly, it appears that trees will have to be cut down in Colmcille Avenue to make way for a cycle path.</p> <p>You probably know already that many of the residents in this area are steadfastly opposed to felling trees that enhance their environment and give a place for birds and insects to live, all for a bicycle path that few (if any) of the predominantly elderly residents in the area will use.</p> <p>If it was feasible to build a cycle path the whole way into the city then there would be some logic to the idea of building one in these areas, but clearly Summer Hill and the stretch of Ballyhooly Road between St Luke’s Cross and Dillon’s Cross are too narrow for this to be a reality.</p> <p>Please note that I would be absolutely in favour of a cycle path going all the way from the city to Mayfield if it was replacing tarmac roads rather than green spaces.</p> <p>The city needs green spaces, particularly trees for all sorts of environmental reasons. Trees provide shade and absorb heat which is going to be more important as global warming causes us to endure hotter summers. They provide places for birds and insects to live,</p> | <p>Please see the NTA's response to Issue 9 in this report</p> |

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| <p>NTA-C14-209</p> | <p>First of all, I would like to say that I have lived in Cork City for all of my adult life, a period of several decades, and have never owned a car or have even learned to drive. I have managed to resist the relentless pressure to learn to drive because I believe using cars, particularly traditional Internal Combustion Engine cars, are extremely detrimental to the environment, both locally in terms of exhaust fumes and globally in terms of greenhouse gas emissions.</p> <p>I have always therefore, got around the city through a combination of cycling, walking and public transport. I believe that everyone should aspire to live the same way. During the lockdown in 2020 I was overwhelmed by the peace and quiet the lack of cars on the road offered as well as the lack of pollution. I wished, like many environmentalists, that this could become a “new normal” and was depressed when people seemed to be so eager to get back into their cars when the lockdown finished, though I had some understanding of the reasons.</p> <p>Cities, including Cork are designed largely with cars in mind, shopping centres are based on the edge of cities leaving them hard to get to without a car, and it is very difficult for many people to afford a place to live near their place of work. People living rurally have become even more dependent on cars. In addition to this, the cars that people are all but forced to use are quite expensive for many people, with repayments, depreciation, insurance payments and adding up to a sizeable amount of many people’s income. It’s understandable that people would not want to leave such an expensive item unused. It’s also true, however, that many car journeys are short journeys that could easily be made on foot or by bicycle and people should be encouraged to do so by any means possible. Having looked at the BusConnects proposals in some detail, I do not believe that they are the right means of doing so in general, and with regard to my own local route in particular.</p> <p>As I have said already, I am very much in favour of cycling in general and I believe that cycle paths in general are a good thing. However, the cycle path proposed for the section of Old Youghal Road between Iona Park and St. Joseph’s Church is a typically ill-designed Cork cycle path that would cover approximately 800m of the 3km route from Mayfield to Cork before trailing off as soon as the road narrows between St. Joseph’s and Dillon’s Cross. As a cyclist myself, I’m aware that ending a cycle path just where the road narrows can often put cyclists in more jeopardy.</p> <p>In addition, as someone who lives in the area I suspect very strongly that the reason I see so few bicycles passing my house is not because of the lack of a bicycle path on this particular stretch of the road but because the journey from the city is such a steep one (a 97m ascent in the space of 2km) that many people are unable to manage it on a conventional bike, though this will become less of an</p> | <p>Please see the NTA’s response to Issue 10 in this report</p> |



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As I have said already, I am very much in favour of cycling in general and I believe that cycle paths in general are a good thing. However, the cycle path proposed for the section of Old Youghal Road between Iona Park and St. Joseph's Church is a typically ill-designed Cork cycle path that would cover approximately 800m of the 3km route from Mayfield to Cork before trailing off as soon as the road narrows between St. Joseph's and Dillon's Cross. As a cyclist myself, I'm aware that ending a cycle path just where the road narrows can often put cyclists in more jeopardy.

In addition, as someone who lives in the area I suspect very strongly that the reason I see so few bicycles passing my house is not because of the lack of a bicycle path on this particular stretch of the road but because the journey from the city is such a steep one (a 97m ascent in the space of 2km) that many people are unable to manage it on a conventional bike, though this will become less of an issue as electric bikes become more affordable. I often stand waiting for a bus for twenty minutes or more watching dozens of cars go past but not a single bike.

What's most objectionable about the idea is that it appears from the visualisation on Youtube that the bicycle path will not replace paved road but grass verges for some of the journey. It does appear that the trees will be left in place along Old Youghal Road, though, shockingly, it appears that trees will have to be cut down in Colmcille Avenue to make way for a cycle path.

You probably know already that many of the residents in this area are steadfastly opposed to felling trees that enhance their environment and give a place for birds and insects to live, all for a bicycle path that few (if any) of the predominantly elderly residents in the area will use.

If it was feasible to build a cycle path the whole way into the city then there would be some logic to the idea of building one in these areas, but clearly Summer Hill and the stretch of Ballyhooly Road between St Luke's Cross and Dillon's Cross are too narrow for this to be a reality.

Please note that I would be absolutely in favour of a cycle path going all the way from the city to Mayfield if it was replacing tarmac roads rather than green spaces.

The city needs green spaces, particularly trees for all sorts of environmental reasons. Trees provide shade and absorb heat which is going to be more important as global warming causes us to endure hotter summers. They provide places for birds and insects to live, and for some older people living in urban areas they are the only connection to the natural world. Cutting them down in the name of an "environmental" strategy seems like a major category error to me, as I'm sure it does to others.

Then again, there was a proposal to build a flyover over Barryfrack Woods, probably the nicest area of woodland in the Southside, in the name of "environmental" policies, though I believe the local residents strenuously objected to this idea and the idea was sensibly dropped.

Instead of paving over the grass verges near my house, people should be encouraged to plant wildflower seeds to grow meadows rather than have neatly mown lawns.

I am aware that if enough cars were taken off the road that there would be a net carbon benefit to offset the loss of biodiversity but I do not believe that BusConnects will accomplish this.

The simplest way to reduce bus journey times into the city would be to have the 208 go up Murmont Avenue instead of down to Dillon's Cross, avoiding the narrow bottleneck that is the stretch between St Joseph's and Dillon's Cross. People living along that stretch could still get the 207 at Dillon's Cross. It's such a simple solution that I don't know why such a well-funded project hasn't thought of it already.

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| NTA-C14-211 | <p>The proposal to alter Old Youghal Road and Colmcille Avenue to accommodate bus routes is misguided and impractical. The news we discovered recently that an additional bus service is to be added from Glanmire to the City via Mayfield is actually bizarre. Why on earth would you bring more traffic through Mayfield?</p> <p>We have an existing and under-utilised rail system passing through Dunkettle and Silversprings, with regular services. This should be the focus of a long term plan, by building infrastructure on the public land adjacent to the rail line and running orbital bus services, (with buses that can accommodate bicycles), from Mayfield and Glanmire to link with this system.</p> <p>The landscape in the scope of the Bus Connects proposal is old, narrow and too hilly for cyclists, and many residents have no alternative but to park on the street. The disruption caused by the implementation of these changes is out of proportion to any potential benefit.</p>   | Please see the NTA's response to Issue 5 in this report  |
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| NTA-C14-211 | <p>As residents of Iona Park, this proposal as it stands has absolutely no positive benefits for us. Our footpaths will be narrower, our bus service will be decimated, our landscape will be uglier and biodiversity impacted, our road will become more dangerous with increased traffic volumes, and our local businesses may be closed. It has taken years of lobbying for Cork City Council to put in speed ramps to slow down the existing volume of traffic. The additional traffic due to the bus gates on Old Youghal Road would turn Colmcille Avenue in to a storm drain for traffic during rush hours.</p> <p>Take positive impact versus negative impact. My neighbour, for example, has no driveway, and parks on the road. The proposed layout would prohibit this. So that's 365 negative impacts on this one person annually. Add the other neighbours in a similar situation. Add visitors to residents on Colmcille Avenue. Add carer and home help visits. Add parking outside businesses. One morning last week I counted 22 cars parked on the street outside local businesses. The car park for O'Connor's Food Hall was full. A further 18 cars were parked on Murmount Crescent, adjacent to Colmcille Avenue. The proposed car park has 10 spaces. The loss of on-street parking adds up to thousands of negative impacts to people using and living on Colmcille Avenue annually.</p> <p>Positive impacts? The handful of cyclists not intimidated by the gradient will have more room on a road already wide enough for them.</p> <p>This proposal has no merit for Colmcille Avenue / Iona Park and should not proceed.</p> | Please see the NTA's response to Issue 12 in this report |
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| NTA-C14-211 | <p>As residents of Iona Park, this proposal as it stands has absolutely no positive benefits for us. Our footpaths will be narrower, our bus service will be decimated, our landscape will be uglier and biodiversity impacted, our road will become more dangerous with increased traffic volumes, and our local businesses may be closed. It has taken years of lobbying for Cork City Council to put in speed ramps to slow down the existing volume of traffic. The additional traffic due to the bus gates on Old Youghal Road would turn Colmcille Avenue in to a storm drain for traffic during rush hours.</p> <p>Take positive impact versus negative impact. My neighbour, for example, has no driveway, and parks on the road. The proposed layout would prohibit this. So that's 365 negative impacts on this one person annually. Add the other neighbours in a similar situation. Add visitors to residents on Colmcille Avenue. Add carer and home help visits. Add parking outside businesses. One morning last week I counted 22 cars parked on the street outside local businesses. The car park for O'Connor's Food Hall was full. A further 18 cars were parked on Murmount Crescent, adjacent to Colmcille Avenue. The proposed car park has 10 spaces. The loss of on-street parking adds up to thousands of negative impacts to people using and living on Colmcille Avenue annually.</p> <p>Positive impacts? The handful of cyclists not intimidated by the gradient will have more room on a road already wide enough for them.</p> <p>This proposal has no merit for Colmcille Avenue / Iona Park and should not proceed.</p> | Please see the NTA's response to Issue 10 in this report |
| NTA-C14-211 | <p>As residents of Iona Park, this proposal as it stands has absolutely no positive benefits for us. Our footpaths will be narrower, our bus service will be decimated, our landscape will be uglier and biodiversity impacted, our road will become more dangerous with increased traffic volumes, and our local businesses may be closed. It has taken years of lobbying for Cork City Council to put in speed ramps to slow down the existing volume of traffic. The additional traffic due to the bus gates on Old Youghal Road would turn Colmcille Avenue in to a storm drain for traffic during rush hours.</p> <p>Take positive impact versus negative impact. My neighbour, for example, has no driveway, and parks on the road. The proposed layout would prohibit this. So that's 365 negative impacts on this one person annually. Add the other neighbours in a similar situation. Add visitors to residents on Colmcille Avenue. Add carer and home help visits. Add parking outside businesses. One morning last week I counted 22 cars parked on the street outside local businesses. The car park for O'Connor's Food Hall was full. A further 18 cars were parked on Murmount Crescent, adjacent to Colmcille Avenue. The proposed car park has 10 spaces. The loss of on-street parking adds up to thousands of negative impacts to people using and living on Colmcille Avenue annually.</p> <p>Positive impacts? The handful of cyclists not intimidated by the gradient will have more room on a road already wide enough for them.</p> <p>This proposal has no merit for Colmcille Avenue / Iona Park and should not proceed.</p> | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-211 | <p>As residents of Iona Park, this proposal as it stands has absolutely no positive benefits for us. Our footpaths will be narrower, our bus service will be decimated, our landscape will be uglier and biodiversity impacted, our road will become more dangerous with increased traffic volumes, and our local businesses may be closed. It has taken years of lobbying for Cork City Council to put in speed ramps to slow down the existing volume of traffic. The additional traffic due to the bus gates on Old Youghal Road would turn Colmcille Avenue in to a storm drain for traffic during rush hours.</p> <p>Take positive impact versus negative impact. My neighbour, for example, has no driveway, and parks on the road. The proposed layout would prohibit this. So that's 365 negative impacts on this one person annually. Add the other neighbours in a similar situation. Add visitors to residents on Colmcille Avenue. Add carer and home help visits. Add parking outside businesses. One morning last week I counted 22 cars parked on the street outside local businesses. The car park for O'Connor's Food Hall was full. A further 18 cars were parked on Murmount Crescent, adjacent to Colmcille Avenue. The proposed car park has 10 spaces. The loss of on-street parking adds up to thousands of negative impacts to people using and living on Colmcille Avenue annually.</p> <p>Positive impacts? The handful of cyclists not intimidated by the gradient will have more room on a road already wide enough for them.</p>  | Please see the NTA's response to Issue 7 in this report  |

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|             | <p>them.<br/>                 This proposal has no merit for Colmcille Avenue / Iona Park and should not proceed.</p>  |  |
| NTA-C14-212 | <p>As residents of Iona Park, this proposal as it stands has absolutely no positive benefits for us. Our footpaths will be narrower, our bus service will be decimated, our landscape will be uglier and biodiversity impacted, our road will become more dangerous with increased traffic volumes, and our local businesses may be closed. It has taken years of lobbying for Cork City Council to put in speed ramps to slow down the existing volume of traffic. The additional traffic due to the bus gates on Old Youghal Road would turn Colmcille Avenue in to a storm drain for traffic during rush hours.</p> <p>Take positive impact versus negative impact. My neighbour, for example, has no driveway, and parks on the road. The proposed layout would prohibit this. So that's 365 negative impacts on this one person annually. Add the other neighbours in a similar situation. Add visitors to residents on Colmcille Avenue. Add carer and home help visits. Add parking outside businesses. One morning last week I counted 22 cars parked on the street outside local businesses. The car park for O'Connor's Food Hall was full. A further 18 cars were parked on Murmount Crescent, adjacent to Colmcille Avenue. The proposed car park has 10 spaces. The loss of on-street parking adds up to thousands of negative impacts to people using and living on Colmcille Avenue annually.</p> <p>Positive impacts? The handful of cyclists not intimidated by the gradient will have more room on a road already wide enough for them.</p> <p>This proposal has no merit for Colmcille Avenue / Iona Park and should not proceed.</p> | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-212 | <p>As residents of Iona Park, this proposal as it stands has absolutely no positive benefits for us. Our footpaths will be narrower, our bus service will be decimated, our landscape will be uglier and biodiversity impacted, our road will become more dangerous with increased traffic volumes, and our local businesses may be closed. It has taken years of lobbying for Cork City Council to put in speed ramps to slow down the existing volume of traffic. The additional traffic due to the bus gates on Old Youghal Road would turn Colmcille Avenue in to a storm drain for traffic during rush hours.</p> <p>Take positive impact versus negative impact. My neighbour, for example, has no driveway, and parks on the road. The proposed layout would prohibit this. So that's 365 negative impacts on this one person annually. Add the other neighbours in a similar situation. Add visitors to residents on Colmcille Avenue. Add carer and home help visits. Add parking outside businesses. One morning last week I counted 22 cars parked on the street outside local businesses. The car park for O'Connor's Food Hall was full. A further 18 cars were parked on Murmount Crescent, adjacent to Colmcille Avenue. The proposed car park has 10 spaces. The loss of on-street parking adds up to thousands of negative impacts to people using and living on Colmcille Avenue annually.</p> <p>Positive impacts? The handful of cyclists not intimidated by the gradient will have more room on a road already wide enough for them.</p> <p>This proposal has no merit for Colmcille Avenue / Iona Park and should not proceed.</p> | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-212 | <p>As residents of Iona Park, this proposal as it stands has absolutely no positive benefits for us. Our footpaths will be narrower, our bus service will be decimated, our landscape will be uglier and biodiversity impacted, our road will become more dangerous with increased traffic volumes, and our local businesses may be closed. It has taken years of lobbying for Cork City Council to put in speed ramps to slow down the existing volume of traffic. The additional traffic due to the bus gates on Old Youghal Road would turn Colmcille Avenue in to a storm drain for traffic during rush hours.</p> <p>Take positive impact versus negative impact. My neighbour, for example, has no driveway, and parks on the road. The proposed layout would prohibit this. So that's 365 negative impacts on this one person annually. Add the other neighbours in a similar situation. Add visitors to residents on Colmcille Avenue. Add carer and home help visits. Add parking outside businesses. One morning last week I counted 22 cars parked on the street outside local businesses. The car park for O'Connor's Food Hall was full. A further 18 cars were parked on Murmount Crescent, adjacent to Colmcille Avenue. The proposed car park has 10 spaces. The loss of on-street parking adds up to thousands of negative impacts to people using and living on Colmcille Avenue annually.</p> <p>Positive impacts? The handful of cyclists not intimidated by the gradient will have more room on a road already wide enough for them.</p> <p>This proposal has no merit for Colmcille Avenue / Iona Park and should not proceed.</p> | Please see the NTA's response to Issue 11 in this report |



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|             | <p>them.<br/>                 This proposal has no merit for Colmcille Avenue / Iona Park and should not proceed.</p>  |  |
| NTA-C14-215 | <p>I have lived in Mayfield nearly my whole life. Losing the 208 bus route and replacing it with a bus every hour would cut so many young and old residents off from visiting the city centre, friends, getting to the CUH and would definitely increase private car use! It's really ridiculous and needs urgent reconsideration Victoria Howson age [Personal information redacted]</p>  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-218 | <p>To whom it may concern,<br/>                 A public information event held in Mayfield last Tuesday was the first time that the vast majority of us became aware of the BusConnects proposals for our area and it is impossible to convey the upset, distress and anxiety that they are causing.</p> <p>By way of background, our area is one of the longest established housing developments in Mayfield, the houses having been built in the late 1940's / 1950's and a large number of them still being occupied by the same families resulting in a predominantly aging population cohort. We are all extremely proud Mayfield people who have supported, and indeed worked hard for, improvements to our suburb over the years and we hugely welcome progress and constructive investment. In this instance however we firmly believe that, whilst the Preferred Route Options may very well benefit others, they will have a hugely negative impact on our quality of life.</p> <p>Cycle Lanes<br/>                 The proposals do not seem to take into account that we live on a steep hill and we can assure you that very few of the population who may cycle do so on our road. Yet, we are being asked to accept cycle lanes on both sides of Colmcille Avenue resulting in:</p> <ul style="list-style-type: none"> <li>• The loss of carparking for our neighbourhood businesses and a large number of residents who do not have driveways and have always relied on on-street parking.</li> <li>• The removal of all of the trees along one side of Colmcille Avenue – it is interesting to note that on page 21 of their publication, "Mayfield To City, Sustainable Transport Corridor – Public Consultation March 2023", one of the Key Facts stated is that approximately 4 roadside trees may be removed – all 4 of these trees are on Colmcille Avenue.</li> <li>• Reducing footpath widths to 2m.</li> </ul> <p>Contrary to the NTA's statement regarding improvements to urban realm along each route, their proposed removal of the trees and narrowing of footpaths will have a significant negative impact on the appearance of our street. In addition, the narrowing of the footpaths will have a negative impact on their daily use by a large centre, long-term residential units and respite units for people with special needs, all of which form an integral part of our community. All of this for a cycle route, the current design of which is highly questionable from a practical use perspective.</p> <p>Change to Bus Service<br/>                 Currently Colmcille Avenue and Iona Park are serviced by the number 208 bus, which runs every c. 10 to 15 minutes, and has serviced our area since the bus service commenced. At last Tuesdays public information event it was disclosed for the first time that, once the STC is operational, this bus will no longer travel down Colmcille Avenue / Iona Park and will be replaced by the number 21 bus which runs approximately once per hour and does not offer the same route options as the 208 which travels to University College Hospital Cork. Rather than achieving the aim of encouraging us to use public transport more often, this will have the opposite effect of forcing us to use private transport on a more regular basis and will be depriving our neighbours who don't drive, especially the elderly, of a regular service.</p> <p>The proposed locations for new bus stops on our road are also a source of concern.</p> | Please see the NTA's response to Issue 17 in this report |

Introduction of Bus Gates

The current proposal allows for two bus gates on the Old Youghal Road, an inbound one at Tinkers Cross, “intended” to operate during morning peak hours only and an outbound one at the junction of Iona Park and Old Youghal Road which will operate during evening peak hours only. Whilst the representatives of the NTA at the public information event were adamant that these gates will not result in an increased flow of traffic on Colmcille Avenue during these hours, we strongly reject this stance and firmly believe that these measures will most definitely result in a dramatic increase in an already heavy flow of traffic through our area with the resultant negative impact on residents.

In addition, the current proposal allows for a straight ahead restriction for general traffic on Ballyhooly Road at Glen Avenue during morning peak hours; an outbound bus gate at the same location during evening peak hours and a proposed left turn ban from Old Youghal Road onto Gordon's Hill. These, we believe, will further add to the increase in traffic through our neighbourhood.

We also understand that the speed ramps on Colmcille Avenue, which were hard fought for and only installed last year, are to be removed as part of the current plan.

While we welcome progress and investment in Cork’s future, we believe that, in this instance, we are being unfairly penalised and are being expected to carry far too many of the negative impacts and burdens associated with the proposals as currently drafted. Far from achieving the NTA’s stated aim of “... an enhanced bus system that is better for the city, its people and the environment” and their stated benefits of improved urban realm and accessibility for all, we firmly believe that the proposals as currently drafted will have a detrimental impact on our immediate area, will result in a far poorer bus service, could decimate our local businesses who service our community well and support our local organisations and will dramatically reduce the quiet enjoyment of our homes and immediate environment.

Consultation with interested parties is supposed to be a key part of this process yet the vast majority of us were not even aware of the initial consultation phase that took place last year. A very small group of residents became aware of it by chance at the last minute and did lodge an observation however none of their concerns have been addressed in the current proposals. The NTA have stated that fliers were delivered to all households advising of the current consultation process however the vast majority of us did not receive them and, were it not for the proactiveness of a handful of neighbours, the rest of us would have been blissfully unaware of what is being planned.

Unfortunately, the timeframe open to us to contest the proposals and have our voices heard is very limited (final submissions must be lodged by May 25th) but we are adamant that we will do our utmost in an effort to reverse the unfair burdens that are being foisted upon us under the guise of progress. To this end we are requesting an urgent meeting with you as one of our elected representatives to discuss and explain our concerns in more detail and to seek your help, support and guidance with our efforts.

Yours Sincerely  
 Marie Therese Boyle

To whom it may concern,

NTA-C14-218

A public information event held in Mayfield last Tuesday was the first time that the vast majority of us became aware of the BusConnects proposals for our area and it is impossible to convey the upset, distress and anxiety that they are causing.

Please see the NTA's response to Issue 12 in this report

By way of background, our area is one of the longest established housing developments in Mayfield, the houses having been built in the late 1940's / 1950's and a large number of them still being occupied by the same families resulting in a predominantly aging population cohort. We are all extremely proud Mayfield people who have supported, and indeed worked hard for, improvements to our suburb over the years and we hugely welcome progress and constructive investment. In this instance however we firmly believe that, whilst the Preferred Route Options may very well benefit others, they will have a hugely negative impact on our quality of life.

#### Cycle Lanes

The proposals do not seem to take into account that we live on a steep hill and we can assure you that very few of the population who may cycle do so on our road. Yet, we are being asked to accept cycle lanes on both sides of Colmcille Avenue resulting in:

- The loss of carparking for our neighbourhood businesses and a large number of residents who do not have driveways and have always relied on on-street parking.
- The removal of all of the trees along one side of Colmcille Avenue – it is interesting to note that on page 21 of their publication, "Mayfield To City, Sustainable Transport Corridor – Public Consultation March 2023", one of the Key Facts stated is that approximately 4 roadside trees may be removed – all 4 of these trees are on Colmcille Avenue.
  - Reducing footpath widths to 2m.

Contrary to the NTA's statement regarding improvements to urban realm along each route, their proposed removal of the trees and narrowing of footpaths will have a significant negative impact on the appearance of our street. In addition, the narrowing of the footpaths will have a negative impact on their daily use by a large centre, long-term residential units and respite units for people with special needs, all of which form an integral part of our community. All of this for a cycle route, the current design of which is highly questionable from a practical use perspective.

#### Change to Bus Service

Currently Colmcille Avenue and Iona Park are serviced by the number 208 bus, which runs every c. 10 to 15 minutes, and has serviced our area since the bus service commenced. At last Tuesdays public information event it was disclosed for the first time that, once the STC is operational, this bus will no longer travel down Colmcille Avenue / Iona Park and will be replaced by the number 21 bus which runs approximately once per hour and does not offer the same route options as the 208 which travels to University College Hospital Cork. Rather than achieving the aim of encouraging us to use public transport more often, this will have the opposite effect of forcing us to use private transport on a more regular basis and will be depriving our neighbours who don't drive, especially the elderly, of a regular service.

The proposed locations for new bus stops on our road are also a source of concern.

#### Introduction of Bus Gates

The current proposal allows for two bus gates on the Old Youghal Road, an inbound one at Tinkers Cross, "intended" to operate during morning peak hours only and an outbound one at the junction of Iona Park and Old Youghal Road which will operate during evening peak hours only. Whilst the representatives of the NTA at the public information event were adamant that these gates will not result in an increased flow of traffic on Colmcille Avenue during these hours, we strongly reject this stance and firmly believe that these measures will most definitely result in a dramatic increase in an already heavy flow of traffic through our area with the resultant negative impact on residents.

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|                           | <p>In addition, the current proposal allows for a straight ahead restriction for general traffic on Ballyhooly Road at Glen Avenue during morning peak hours; an outbound bus gate at the same location during evening peak hours and a proposed left turn ban from Old Youghal Road onto Gordon's Hill. These, we believe, will further add to the increase in traffic through our neighbourhood.</p> <p>We also understand that the speed ramps on Colmcille Avenue, which were hard fought for and only installed last year, are to be removed as part of the current plan.</p> <p>While we welcome progress and investment in Cork's future, we believe that, in this instance, we are being unfairly penalised and are being expected to carry far too many of the negative impacts and burdens associated with the proposals as currently drafted. Far from achieving the NTA's stated aim of "... an enhanced bus system that is better for the city, its people and the environment" and their stated benefits of improved urban realm and accessibility for all, we firmly believe that the proposals as currently drafted will have a detrimental impact on our immediate area, will result in a far poorer bus service, could decimate our local businesses who service our community well and support our local organisations and will dramatically reduce the quiet enjoyment of our homes and immediate environment.</p> <p>Consultation with interested parties is supposed to be a key part of this process yet the vast majority of us were not even aware of the initial consultation phase that took place last year. A very small group of residents became aware of it by chance at the last minute and did lodge an observation however none of their concerns have been addressed in the current proposals. The NTA have stated that fliers were delivered to all households advising of the current consultation process however the vast majority of us did not receive them and, were it not for the proactiveness of a handful of neighbours, the rest of us would have been blissfully unaware of what is being planned.</p> <p>Unfortunately, the timeframe open to us to contest the proposals and have our voices heard is very limited (final submissions must be lodged by May 25th) but we are adamant that we will do our utmost in an effort to reverse the unfair burdens that are being foisted upon us under the guise of progress. To this end we are requesting an urgent meeting with you as one of our elected representatives to discuss and explain our concerns in more detail and to seek your help, support and guidance with our efforts.</p> <p style="text-align: center;">Yours Sincerely<br/>                 Marie Therese Boyle</p> |  |
| <p><b>NTA-C14-218</b></p> | <p>To whom it may concern,</p> <p>A public information event held in Mayfield last Tuesday was the first time that the vast majority of us became aware of the BusConnects proposals for our area and it is impossible to convey the upset, distress and anxiety that they are causing.</p> <p>By way of background, our area is one of the longest established housing developments in Mayfield, the houses having been built in the late 1940's / 1950's and a large number of them still being occupied by the same families resulting in a predominantly aging population cohort. We are all extremely proud Mayfield people who have supported, and indeed worked hard for, improvements to our suburb over the years and we hugely welcome progress and constructive investment. In this instance however we firmly believe that, whilst the Preferred Route Options may very well benefit others, they will have a hugely negative impact on our quality of life.</p> <p style="text-align: center;">Cycle Lanes</p> <p>The proposals do not seem to take into account that we live on a steep hill and we can assure you that very few of the population who may cycle do so on our road. Yet, we are being asked to accept cycle lanes on both sides of Colmcille Avenue resulting in:</p>  | <p>Please see the NTA's response to Issue 9 in this report</p> |

- The loss of carparking for our neighbourhood businesses and a large number of residents who do not have driveways and have always relied on on-street parking.
- The removal of all of the trees along one side of Colmcille Avenue – it is interesting to note that on page 21 of their publication, “Mayfield To City, Sustainable Transport Corridor – Public Consultation March 2023”, one of the Key Facts stated is that approximately 4 roadside trees may be removed – all 4 of these trees are on Colmcille Avenue.
  - Reducing footpath widths to 2m.

Contrary to the NTA's statement regarding improvements to urban realm along each route, their proposed removal of the trees and narrowing of footpaths will have a significant negative impact on the appearance of our street. In addition, the narrowing of the footpaths will have a negative impact on their daily use by a large centre, long-term residential units and respite units for people with special needs, all of which form an integral part of our community. All of this for a cycle route, the current design of which is highly questionable from a practical use perspective.

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The proposed locations for new bus stops on our road are also a source of concern.

#### Introduction of Bus Gates

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| <p>NTA-C14-218</p> | <p>A public information event held in Mayfield last Tuesday was the first time that the vast majority of us became aware of the BusConnects proposals for our area and it is impossible to convey the upset, distress and anxiety that they are causing.</p> <p>By way of background, our area is one of the longest established housing developments in Mayfield, the houses having been built in the late 1940's / 1950's and a large number of them still being occupied by the same families resulting in a predominantly aging population cohort. We are all extremely proud Mayfield people who have supported, and indeed worked hard for, improvements to our suburb over the years and we hugely welcome progress and constructive investment. In this instance however we firmly believe that, whilst the Preferred Route Options may very well benefit others, they will have a hugely negative impact on our quality of life.</p> <p style="text-align: center;">Cycle Lanes</p> <p>The proposals do not seem to take into account that we live on a steep hill and we can assure you that very few of the population who may cycle do so on our road. Yet, we are being asked to accept cycle lanes on both sides of Colmcille Avenue resulting in:</p> <ul style="list-style-type: none"> <li>• The loss of carparking for our neighbourhood businesses and a large number of residents who do not have driveways and have always relied on on-street parking.</li> <li>• The removal of all of the trees along one side of Colmcille Avenue – it is interesting to note that on page 21 of their publication, "Mayfield To City, Sustainable Transport Corridor – Public Consultation March 2023", one of the Key Facts stated is that approximately 4 roadside trees may be removed – all 4 of these trees are on Colmcille Avenue.             <ul style="list-style-type: none"> <li>• Reducing footpath widths to 2m.</li> </ul> </li> </ul> <p>Contrary to the NTA's statement regarding improvements to urban realm along each route, their proposed removal of the trees and narrowing of footpaths will have a significant negative impact on the appearance of our street. In addition, the narrowing of the footpaths will have a negative impact on their daily use by a large centre, long-term residential units and respite units for people with special needs, all of which form an integral part of our community. All of this for a cycle route, the current design of which is highly</p> | <p>Please see the NTA's response to Issue 15 in this report</p> |



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|                    | <p>being planned.</p> <p>Unfortunately, the timeframe open to us to contest the proposals and have our voices heard is very limited (final submissions must be lodged by May 25th) but we are adamant that we will do our utmost in an effort to reverse the unfair burdens that are being foisted upon us under the guise of progress. To this end we are requesting an urgent meeting with you as one of our elected representatives to discuss and explain our concerns in more detail and to seek your help, support and guidance with our efforts.</p> <p>Yours Sincerely<br/>             Marie Therese Boyle</p>   |  |
| <p>NTA-C14-218</p> | <p>To whom it may concern,</p> <p>A public information event held in Mayfield last Tuesday was the first time that the vast majority of us became aware of the BusConnects proposals for our area and it is impossible to convey the upset, distress and anxiety that they are causing.</p> <p>By way of background, our area is one of the longest established housing developments in Mayfield, the houses having been built in the late 1940's / 1950's and a large number of them still being occupied by the same families resulting in a predominantly aging population cohort. We are all extremely proud Mayfield people who have supported, and indeed worked hard for, improvements to our suburb over the years and we hugely welcome progress and constructive investment. In this instance however we firmly believe that, whilst the Preferred Route Options may very well benefit others, they will have a hugely negative impact on our quality of life.</p> <p>Cycle Lanes</p> <p>The proposals do not seem to take into account that we live on a steep hill and we can assure you that very few of the population who may cycle do so on our road. Yet, we are being asked to accept cycle lanes on both sides of Colmcille Avenue resulting in:</p> <ul style="list-style-type: none"> <li>• The loss of carparking for our neighbourhood businesses and a large number of residents who do not have driveways and have always relied on on-street parking.</li> <li>• The removal of all of the trees along one side of Colmcille Avenue – it is interesting to note that on page 21 of their publication, "Mayfield To City, Sustainable Transport Corridor – Public Consultation March 2023", one of the Key Facts stated is that approximately 4 roadside trees may be removed – all 4 of these trees are on Colmcille Avenue.             <ul style="list-style-type: none"> <li>• Reducing footpath widths to 2m.</li> </ul> </li> </ul> <p>Contrary to the NTA's statement regarding improvements to urban realm along each route, their proposed removal of the trees and narrowing of footpaths will have a significant negative impact on the appearance of our street. In addition, the narrowing of the footpaths will have a negative impact on their daily use by a large centre, long-term residential units and respite units for people with special needs, all of which form an integral part of our community. All of this for a cycle route, the current design of which is highly questionable from a practical use perspective.</p> <p>Change to Bus Service</p> <p>Currently Colmcille Avenue and Iona Park are serviced by the number 208 bus, which runs every c. 10 to 15 minutes, and has serviced our area since the bus service commenced. At last Tuesdays public information event it was disclosed for the first time that, once the STC is operational, this bus will no longer travel down Colmcille Avenue / Iona Park and will be replaced by the number 21 bus which runs approximately once per hour and does not offer the same route options as the 208 which travels to University College Hospital Cork. Rather than achieving the aim of encouraging us to use public transport more often, this will have the opposite effect of forcing us to use private transport on a more regular basis and will be depriving our neighbours who don't drive, especially the elderly, of a</p> | <p>Please see the NTA's response to Issue 5 in this report</p> |

regular service.

The proposed locations for new bus stops on our road are also a source of concern.

#### Introduction of Bus Gates

The current proposal allows for two bus gates on the Old Youghal Road, an inbound one at Tinkers Cross, “intended” to operate during morning peak hours only and an outbound one at the junction of Iona Park and Old Youghal Road which will operate during evening peak hours only. Whilst the representatives of the NTA at the public information event were adamant that these gates will not result in an increased flow of traffic on Colmcille Avenue during these hours, we strongly reject this stance and firmly believe that these measures will most definitely result in a dramatic increase in an already heavy flow of traffic through our area with the resultant negative impact on residents.

In addition, the current proposal allows for a straight ahead restriction for general traffic on Ballyhooly Road at Glen Avenue during morning peak hours; an outbound bus gate at the same location during evening peak hours and a proposed left turn ban from Old Youghal Road onto Gordon's Hill. These, we believe, will further add to the increase in traffic through our neighbourhood.

We also understand that the speed ramps on Colmcille Avenue, which were hard fought for and only installed last year, are to be removed as part of the current plan.

While we welcome progress and investment in Cork's future, we believe that, in this instance, we are being unfairly penalised and are being expected to carry far too many of the negative impacts and burdens associated with the proposals as currently drafted. Far from achieving the NTA's stated aim of "... an enhanced bus system that is better for the city, its people and the environment" and their stated benefits of improved urban realm and accessibility for all, we firmly believe that the proposals as currently drafted will have a detrimental impact on our immediate area, will result in a far poorer bus service, could decimate our local businesses who service our community well and support our local organisations and will dramatically reduce the quiet enjoyment of our homes and immediate environment.

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Unfortunately, the timeframe open to us to contest the proposals and have our voices heard is very limited (final submissions must be lodged by May 25th) but we are adamant that we will do our utmost in an effort to reverse the unfair burdens that are being foisted upon us under the guise of progress. To this end we are requesting an urgent meeting with you as one of our elected representatives to discuss and explain our concerns in more detail and to seek your help, support and guidance with our efforts.

Yours Sincerely  
Marie Therese Boyle

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| <p>NTA-C14-218</p> | <p style="text-align: center;">To whom it may concern,</p> <p>A public information event held in Mayfield last Tuesday was the first time that the vast majority of us became aware of the BusConnects proposals for our area and it is impossible to convey the upset, distress and anxiety that they are causing.</p> <p>By way of background, our area is one of the longest established housing developments in Mayfield, the houses having been built in the late 1940's / 1950's and a large number of them still being occupied by the same families resulting in a predominantly aging population cohort. We are all extremely proud Mayfield people who have supported, and indeed worked hard for, improvements to our suburb over the years and we hugely welcome progress and constructive investment. In this instance however we firmly believe that, whilst the Preferred Route Options may very well benefit others, they will have a hugely negative impact on our quality of life.</p> <p style="text-align: center;">Cycle Lanes</p> <p>The proposals do not seem to take into account that we live on a steep hill and we can assure you that very few of the population who may cycle do so on our road. Yet, we are being asked to accept cycle lanes on both sides of Colmcille Avenue resulting in:</p> <ul style="list-style-type: none"> <li>• The loss of carparking for our neighbourhood businesses and a large number of residents who do not have driveways and have always relied on on-street parking.</li> <li>• The removal of all of the trees along one side of Colmcille Avenue – it is interesting to note that on page 21 of their publication, “Mayfield To City, Sustainable Transport Corridor – Public Consultation March 2023”, one of the Key Facts stated is that approximately 4 roadside trees may be removed – all 4 of these trees are on Colmcille Avenue.             <ul style="list-style-type: none"> <li>• Reducing footpath widths to 2m.</li> </ul> </li> </ul> <p>Contrary to the NTA's statement regarding improvements to urban realm along each route, their proposed removal of the trees and narrowing of footpaths will have a significant negative impact on the appearance of our street. In addition, the narrowing of the footpaths will have a negative impact on their daily use by a large centre, long-term residential units and respite units for people with special needs, all of which form an integral part of our community. All of this for a cycle route, the current design of which is highly questionable from a practical use perspective.</p> <p style="text-align: center;">Change to Bus Service</p> <p>Currently Colmcille Avenue and Iona Park are serviced by the number 208 bus, which runs every c. 10 to 15 minutes, and has serviced our area since the bus service commenced. At last Tuesdays public information event it was disclosed for the first time that, once the STC is operational, this bus will no longer travel down Colmcille Avenue / Iona Park and will be replaced by the number 21 bus which runs approximately once per hour and does not offer the same route options as the 208 which travels to University College Hospital Cork. Rather than achieving the aim of encouraging us to use public transport more often, this will have the opposite effect of forcing us to use private transport on a more regular basis and will be depriving our neighbours who don't drive, especially the elderly, of a regular service.</p> <p style="text-align: center;">The proposed locations for new bus stops on our road are also a source of concern.</p> <p style="text-align: center;">Introduction of Bus Gates</p> <p>The current proposal allows for two bus gates on the Old Youghal Road, an inbound one at Tinkers Cross, “intended” to operate during morning peak hours only and an outbound one at the junction of Iona Park and Old Youghal Road which will operate during evening peak hours only. Whilst the representatives of the NTA at the public information event were adamant that these gates will not result in</p> | <p>Please see the NTA's response to Issue 4 in this report</p> |
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|                           | <p>an increased flow of traffic on Colmcille Avenue during these hours, we strongly reject this stance and firmly believe that these measures will most definitely result in a dramatic increase in an already heavy flow of traffic through our area with the resultant negative impact on residents.</p> <p>In addition, the current proposal allows for a straight ahead restriction for general traffic on Ballyhooly Road at Glen Avenue during morning peak hours; an outbound bus gate at the same location during evening peak hours and a proposed left turn ban from Old Youghal Road onto Gordon's Hill. These, we believe, will further add to the increase in traffic through our neighbourhood.</p> <p>We also understand that the speed ramps on Colmcille Avenue, which were hard fought for and only installed last year, are to be removed as part of the current plan.</p> <p>While we welcome progress and investment in Cork's future, we believe that, in this instance, we are being unfairly penalised and are being expected to carry far too many of the negative impacts and burdens associated with the proposals as currently drafted. Far from achieving the NTA's stated aim of "... an enhanced bus system that is better for the city, its people and the environment" and their stated benefits of improved urban realm and accessibility for all, we firmly believe that the proposals as currently drafted will have a detrimental impact on our immediate area, will result in a far poorer bus service, could decimate our local businesses who service our community well and support our local organisations and will dramatically reduce the quiet enjoyment of our homes and immediate environment.</p> <p>Consultation with interested parties is supposed to be a key part of this process yet the vast majority of us were not even aware of the initial consultation phase that took place last year. A very small group of residents became aware of it by chance at the last minute and did lodge an observation however none of their concerns have been addressed in the current proposals. The NTA have stated that fliers were delivered to all households advising of the current consultation process however the vast majority of us did not receive them and, were it not for the proactiveness of a handful of neighbours, the rest of us would have been blissfully unaware of what is being planned.</p> <p>Unfortunately, the timeframe open to us to contest the proposals and have our voices heard is very limited (final submissions must be lodged by May 25th) but we are adamant that we will do our utmost in an effort to reverse the unfair burdens that are being foisted upon us under the guise of progress. To this end we are requesting an urgent meeting with you as one of our elected representatives to discuss and explain our concerns in more detail and to seek your help, support and guidance with our efforts.</p> <p style="text-align: center;">Yours Sincerely<br/>                 Marie Therese Boyle</p> <p style="text-align: center;">To whom it may concern,</p> |  |
| <p><b>NTA-C14-218</b></p> | <p>A public information event held in Mayfield last Tuesday was the first time that the vast majority of us became aware of the BusConnects proposals for our area and it is impossible to convey the upset, distress and anxiety that they are causing.</p> <p>By way of background, our area is one of the longest established housing developments in Mayfield, the houses having been built in the late 1940's / 1950's and a large number of them still being occupied by the same families resulting in a predominantly aging population cohort. We are all extremely proud Mayfield people who have supported, and indeed worked hard for, improvements to our suburb over the years and we hugely welcome progress and constructive investment. In this instance however we firmly believe that, whilst the Preferred Route Options may very well benefit others, they will have a hugely negative impact on our quality of life.</p>  | <p>Please see the NTA's response to Issue 7 in this report</p> |

#### Cycle Lanes

The proposals do not seem to take into account that we live on a steep hill and we can assure you that very few of the population who may cycle do so on our road. Yet, we are being asked to accept cycle lanes on both sides of Colmcille Avenue resulting in:

- The loss of carparking for our neighbourhood businesses and a large number of residents who do not have driveways and have always relied on on-street parking.
- The removal of all of the trees along one side of Colmcille Avenue – it is interesting to note that on page 21 of their publication, “Mayfield To City, Sustainable Transport Corridor – Public Consultation March 2023”, one of the Key Facts stated is that approximately 4 roadside trees may be removed – all 4 of these trees are on Colmcille Avenue.
  - Reducing footpath widths to 2m.

Contrary to the NTA's statement regarding improvements to urban realm along each route, their proposed removal of the trees and narrowing of footpaths will have a significant negative impact on the appearance of our street. In addition, the narrowing of the footpaths will have a negative impact on their daily use by a large centre, long-term residential units and respite units for people with special needs, all of which form an integral part of our community. All of this for a cycle route, the current design of which is highly questionable from a practical use perspective.

#### Change to Bus Service

Currently Colmcille Avenue and Iona Park are serviced by the number 208 bus, which runs every c. 10 to 15 minutes, and has serviced our area since the bus service commenced. At last Tuesdays public information event it was disclosed for the first time that, once the STC is operational, this bus will no longer travel down Colmcille Avenue / Iona Park and will be replaced by the number 21 bus which runs approximately once per hour and does not offer the same route options as the 208 which travels to University College Hospital Cork. Rather than achieving the aim of encouraging us to use public transport more often, this will have the opposite effect of forcing us to use private transport on a more regular basis and will be depriving our neighbours who don't drive, especially the elderly, of a regular service.

The proposed locations for new bus stops on our road are also a source of concern.

#### Introduction of Bus Gates

The current proposal allows for two bus gates on the Old Youghal Road, an inbound one at Tinkers Cross, “intended” to operate during morning peak hours only and an outbound one at the junction of Iona Park and Old Youghal Road which will operate during evening peak hours only. Whilst the representatives of the NTA at the public information event were adamant that these gates will not result in an increased flow of traffic on Colmcille Avenue during these hours, we strongly reject this stance and firmly believe that these measures will most definitely result in a dramatic increase in an already heavy flow of traffic through our area with the resultant negative impact on residents.

In addition, the current proposal allows for a straight ahead restriction for general traffic on Ballyhooly Road at Glen Avenue during morning peak hours; an outbound bus gate at the same location during evening peak hours and a proposed left turn ban from Old Youghal Road onto Gordon's Hill. These, we believe, will further add to the increase in traffic through our neighbourhood.

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|                    | <p>While we welcome progress and investment in Cork’s future, we believe that, in this instance, we are being unfairly penalised and are being expected to carry far too many of the negative impacts and burdens associated with the proposals as currently drafted. Far from achieving the NTA’s stated aim of “... an enhanced bus system that is better for the city, its people and the environment” and their stated benefits of improved urban realm and accessibility for all, we firmly believe that the proposals as currently drafted will have a detrimental impact on our immediate area, will result in a far poorer bus service, could decimate our local businesses who service our community well and support our local organisations and will dramatically reduce the quiet enjoyment of our homes and immediate environment.</p> <p>Consultation with interested parties is supposed to be a key part of this process yet the vast majority of us were not even aware of the initial consultation phase that took place last year. A very small group of residents became aware of it by chance at the last minute and did lodge an observation however none of their concerns have been addressed in the current proposals. The NTA have stated that fliers were delivered to all households advising of the current consultation process however the vast majority of us did not receive them and, were it not for the proactiveness of a handful of neighbours, the rest of us would have been blissfully unaware of what is being planned.</p> <p>Unfortunately, the timeframe open to us to contest the proposals and have our voices heard is very limited (final submissions must be lodged by May 25th) but we are adamant that we will do our utmost in an effort to reverse the unfair burdens that are being foisted upon us under the guise of progress. To this end we are requesting an urgent meeting with you as one of our elected representatives to discuss and explain our concerns in more detail and to seek your help, support and guidance with our efforts.</p> <p style="text-align: center;">Yours Sincerely<br/>                 Marie Therese Boyle</p> |   |
| <p>NTA-C14-218</p> | <p style="text-align: center;">To whom it may concern,</p> <p>A public information event held in Mayfield last Tuesday was the first time that the vast majority of us became aware of the BusConnects proposals for our area and it is impossible to convey the upset, distress and anxiety that they are causing.</p> <p>By way of background, our area is one of the longest established housing developments in Mayfield, the houses having been built in the late 1940’s / 1950’s and a large number of them still being occupied by the same families resulting in a predominantly aging population cohort. We are all extremely proud Mayfield people who have supported, and indeed worked hard for, improvements to our suburb over the years and we hugely welcome progress and constructive investment. In this instance however we firmly believe that, whilst the Preferred Route Options may very well benefit others, they will have a hugely negative impact on our quality of life.</p> <p style="text-align: center;">Cycle Lanes</p> <p>The proposals do not seem to take into account that we live on a steep hill and we can assure you that very few of the population who may cycle do so on our road. Yet, we are being asked to accept cycle lanes on both sides of Colmcille Avenue resulting in:</p> <ul style="list-style-type: none"> <li>● The loss of carparking for our neighbourhood businesses and a large number of residents who do not have driveways and have always relied on on-street parking.</li> <li>● The removal of all of the trees along one side of Colmcille Avenue – it is interesting to note that on page 21 of their publication, “Mayfield To City, Sustainable Transport Corridor – Public Consultation March 2023”, one of the Key Facts stated is that approximately 4 roadside trees may be removed – all 4 of these trees are on Colmcille Avenue.             <ul style="list-style-type: none"> <li>● Reducing footpath widths to 2m.</li> </ul> </li> </ul>  | <p>Please see the NTA’s response to Issue 18 in this report</p> |

Contrary to the NTA's statement regarding improvements to urban realm along each route, their proposed removal of the trees and narrowing of footpaths will have a significant negative impact on the appearance of our street. In addition, the narrowing of the footpaths will have a negative impact on their daily use by a large centre, long-term residential units and respite units for people with special needs, all of which form an integral part of our community. All of this for a cycle route, the current design of which is highly questionable from a practical use perspective.

#### Change to Bus Service

Currently Colmcille Avenue and Iona Park are serviced by the number 208 bus, which runs every c. 10 to 15 minutes, and has serviced our area since the bus service commenced. At last Tuesdays public information event it was disclosed for the first time that, once the STC is operational, this bus will no longer travel down Colmcille Avenue / Iona Park and will be replaced by the number 21 bus which runs approximately once per hour and does not offer the same route options as the 208 which travels to University College Hospital Cork. Rather than achieving the aim of encouraging us to use public transport more often, this will have the opposite effect of forcing us to use private transport on a more regular basis and will be depriving our neighbours who don't drive, especially the elderly, of a regular service.

The proposed locations for new bus stops on our road are also a source of concern.

#### Introduction of Bus Gates

The current proposal allows for two bus gates on the Old Youghal Road, an inbound one at Tinkers Cross, "intended" to operate during morning peak hours only and an outbound one at the junction of Iona Park and Old Youghal Road which will operate during evening peak hours only. Whilst the representatives of the NTA at the public information event were adamant that these gates will not result in an increased flow of traffic on Colmcille Avenue during these hours, we strongly reject this stance and firmly believe that these measures will most definitely result in a dramatic increase in an already heavy flow of traffic through our area with the resultant negative impact on residents.

In addition, the current proposal allows for a straight ahead restriction for general traffic on Ballyhooly Road at Glen Avenue during morning peak hours; an outbound bus gate at the same location during evening peak hours and a proposed left turn ban from Old Youghal Road onto Gordon's Hill. These, we believe, will further add to the increase in traffic through our neighbourhood.

We also understand that the speed ramps on Colmcille Avenue, which were hard fought for and only installed last year, are to be removed as part of the current plan.

While we welcome progress and investment in Cork's future, we believe that, in this instance, we are being unfairly penalised and are being expected to carry far too many of the negative impacts and burdens associated with the proposals as currently drafted. Far from achieving the NTA's stated aim of "... an enhanced bus system that is better for the city, its people and the environment" and their stated benefits of improved urban realm and accessibility for all, we firmly believe that the proposals as currently drafted will have a detrimental impact on our immediate area, will result in a far poorer bus service, could decimate our local businesses who service our community well and support our local organisations and will dramatically reduce the quiet enjoyment of our homes and immediate environment.

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|                    | <p>initial consultation phase that took place last year. A very small group of residents became aware of it by chance at the last minute and did lodge an observation however none of their concerns have been addressed in the current proposals. The NTA have stated that fliers were delivered to all households advising of the current consultation process however the vast majority of us did not receive them and, were it not for the proactiveness of a handful of neighbours, the rest of us would have been blissfully unaware of what is being planned.</p> <p>Unfortunately, the timeframe open to us to contest the proposals and have our voices heard is very limited (final submissions must be lodged by May 25th) but we are adamant that we will do our utmost in an effort to reverse the unfair burdens that are being foisted upon us under the guise of progress. To this end we are requesting an urgent meeting with you as one of our elected representatives to discuss and explain our concerns in more detail and to seek your help, support and guidance with our efforts.</p> <p style="text-align: center;">Yours Sincerely<br/>                 Marie Therese Boyle</p>   |   |
| <p>NTA-C14-219</p> | <p style="text-align: center;">A chara,</p> <p>We are writing to you on behalf of the Colmcille Avenue and Iona Park residents' group in Mayfield to seek your support, help and guidance in connection with a number of matters arising out of BusConnects Sustainable Transport Corridor (STC) Preferred Route Options proposals for our area.</p> <p>A public information event held in Mayfield last Tuesday was the first time that the vast majority of us became aware of the BusConnects proposals for our area and it is impossible to convey the upset, distress and anxiety that they are causing.</p> <p>By way of background, our area is one of the longest established housing developments in Mayfield, the houses having been built in the late 1940's / 1950's and a large number of them still being occupied by the same families resulting in a predominantly aging population cohort. We are all extremely proud Mayfield people who have supported, and indeed worked hard for, improvements to our suburb over the years and we hugely welcome progress and constructive investment. In this instance however we firmly believe that, whilst the Preferred Route Options may very well benefit others, they will have a hugely negative impact on our quality of life.</p> <p style="text-align: center;">Cycle Lanes</p> <p>The proposals do not seem to take into account that we live on a steep hill and we can assure you that very few of the population who may cycle do so on our road. Yet, we are being asked to accept cycle lanes on both sides of Colmcille Avenue resulting in:</p> <ul style="list-style-type: none"> <li>● The loss of carparking for our neighbourhood businesses and a large number of residents who do not have driveways and have always relied on on-street parking.</li> <li>● The removal of all of the trees along one side of Colmcille Avenue – it is interesting to note that on page 21 of their publication, "Mayfield To City, Sustainable Transport Corridor – Public Consultation March 2023", one of the Key Facts stated is that approximately 4 roadside trees may be removed – all 4 of these trees are on Colmcille Avenue.             <ul style="list-style-type: none"> <li>● Reducing footpath widths to 2m.</li> </ul> </li> </ul> <p>Contrary to the NTA's statement regarding improvements to urban realm along each route, their proposed removal of the trees and narrowing of footpaths will have a significant negative impact on the appearance of our street. In addition, the narrowing of the footpaths will have a negative impact on their daily use by a large centre, long-term residential units and respite units for people with special needs, all of which form an integral part of our community. All of this for a cycle route, the current design of which is highly</p> | <p>Please see the NTA's response to Issue 17 in this report</p> |

questionable from a practical use perspective.

#### Change to Bus Service

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## Change to Bus Service

Currently Colmcille Avenue and Iona Park are serviced by the number 208 bus, which runs every c. 10 to 15 minutes, and has serviced our area since the bus service commenced. At last Tuesdays public information event it was disclosed for the first time that, once the STC is operational, this bus will no longer travel down Colmcille Avenue / Iona Park and will be replaced by the number 21 bus which runs approximately once per hour and does not offer the same route options as the 208 which travels to University College Hospital Cork. Rather than achieving the aim of encouraging us to use public transport more often, this will have the opposite effect of forcing us to use private transport on a more regular basis and will be depriving our neighbours who don't drive, especially the elderly, of a regular service.

The proposed locations for new bus stops on our road are also a source of concern.

## Introduction of Bus Gates

The current proposal allows for two bus gates on the Old Youghal Road, an inbound one at Tinkers Cross, "intended" to operate during morning peak hours only and an outbound one at the junction of Iona Park and Old Youghal Road which will operate during evening peak hours only. Whilst the representatives of the NTA at the public information event were adamant that these gates will not result in an increased flow of traffic on Colmcille Avenue during these hours, we strongly reject this stance and firmly believe that these measures will most definitely result in a dramatic increase in an already heavy flow of traffic through our area with the resultant negative impact on residents.

In addition, the current proposal allows for a straight ahead restriction for general traffic on Ballyhooly Road at Glen Avenue during morning peak hours; an outbound bus gate at the same location during evening peak hours and a proposed left turn ban from Old Youghal Road onto Gordon's Hill. These, we believe, will further add to the increase in traffic through our neighbourhood.

We also understand that the speed ramps on Colmcille Avenue, which were hard fought for and only installed last year, are to be removed as part of the current plan.

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| <p>NTA-C14-219</p> | <p>A chara,</p> <p>We are writing to you on behalf of the Colmcille Avenue and Iona Park residents' group in Mayfield to seek your support, help and guidance in connection with a number of matters arising out of BusConnects Sustainable Transport Corridor (STC) Preferred Route Options proposals for our area.</p> <p>A public information event held in Mayfield last Tuesday was the first time that the vast majority of us became aware of the BusConnects proposals for our area and it is impossible to convey the upset, distress and anxiety that they are causing.</p> <p>By way of background, our area is one of the longest established housing developments in Mayfield, the houses having been built in the late 1940's / 1950's and a large number of them still being occupied by the same families resulting in a predominantly aging population cohort. We are all extremely proud Mayfield people who have supported, and indeed worked hard for, improvements to our suburb over the years and we hugely welcome progress and constructive investment. In this instance however we firmly believe that, whilst the Preferred Route Options may very well benefit others, they will have a hugely negative impact on our quality of life.</p> <p>Cycle Lanes</p> <p>The proposals do not seem to take into account that we live on a steep hill and we can assure you that very few of the population who may cycle do so on our road. Yet, we are being asked to accept cycle lanes on both sides of Colmcille Avenue resulting in:</p> <ul style="list-style-type: none"> <li>• The loss of carparking for our neighbourhood businesses and a large number of residents who do not have driveways and have always relied on on-street parking.</li> <li>• The removal of all of the trees along one side of Colmcille Avenue – it is interesting to note that on page 21 of their publication, "Mayfield To City, Sustainable Transport Corridor – Public Consultation March 2023", one of the Key Facts stated is that approximately 4 roadside trees may be removed – all 4 of these trees are on Colmcille Avenue.</li> <li>• Reducing footpath widths to 2m.</li> </ul> <p>Contrary to the NTA's statement regarding improvements to urban realm along each route, their proposed removal of the trees and narrowing of footpaths will have a significant negative impact on the appearance of our street. In addition, the narrowing of the footpaths will have a negative impact on their daily use by a large centre, long-term residential units and respite units for people with special needs, all of which form an integral part of our community. All of this for a cycle route, the current design of which is highly questionable from a practical use perspective.</p> <p>Change to Bus Service</p> <p>Currently Colmcille Avenue and Iona Park are serviced by the number 208 bus, which runs every c. 10 to 15 minutes, and has serviced our area since the bus service commenced. At last Tuesday's public information event it was disclosed for the first time that, once the STC is operational, this bus will no longer travel down Colmcille Avenue / Iona Park and will be replaced by the number 21 bus which runs approximately once per hour and does not offer the same route options as the 208 which travels to University College Hospital Cork. Rather than achieving the aim of encouraging us to use public transport more often, this will have the opposite effect of forcing us to use private transport on a more regular basis and will be depriving our neighbours who don't drive, especially the elderly, of a</p> | <p>Please see the NTA's response to Issue 7 in this report</p> |

regular service.

The proposed locations for new bus stops on our road are also a source of concern.

#### Introduction of Bus Gates

The current proposal allows for two bus gates on the Old Youghal Road, an inbound one at Tinkers Cross, “intended” to operate during morning peak hours only and an outbound one at the junction of Iona Park and Old Youghal Road which will operate during evening peak hours only. Whilst the representatives of the NTA at the public information event were adamant that these gates will not result in an increased flow of traffic on Colmcille Avenue during these hours, we strongly reject this stance and firmly believe that these measures will most definitely result in a dramatic increase in an already heavy flow of traffic through our area with the resultant negative impact on residents.

In addition, the current proposal allows for a straight ahead restriction for general traffic on Ballyhooly Road at Glen Avenue during morning peak hours; an outbound bus gate at the same location during evening peak hours and a proposed left turn ban from Old Youghal Road onto Gordon's Hill. These, we believe, will further add to the increase in traffic through our neighbourhood.

We also understand that the speed ramps on Colmcille Avenue, which were hard fought for and only installed last year, are to be removed as part of the current plan.

While we welcome progress and investment in Cork's future, we believe that, in this instance, we are being unfairly penalised and are being expected to carry far too many of the negative impacts and burdens associated with the proposals as currently drafted. Far from achieving the NTA's stated aim of "... an enhanced bus system that is better for the city, its people and the environment" and their stated benefits of improved urban realm and accessibility for all, we firmly believe that the proposals as currently drafted will have a detrimental impact on our immediate area, will result in a far poorer bus service, could decimate our local businesses who service our community well and support our local organisations and will dramatically reduce the quiet enjoyment of our homes and immediate environment.

Consultation with interested parties is supposed to be a key part of this process yet the vast majority of us were not even aware of the initial consultation phase that took place last year. A very small group of residents became aware of it by chance at the last minute and did lodge an observation however none of their concerns have been addressed in the current proposals. The NTA have stated that fliers were delivered to all households advising of the current consultation process however the vast majority of us did not receive them and, were it not for the proactiveness of a handful of neighbours, the rest of us would have been blissfully unaware of what is being planned.

Unfortunately, the timeframe open to us to contest the proposals and have our voices heard is very limited (final submissions must be lodged by May 25th) but we are adamant that we will do our utmost in an effort to reverse the unfair burdens that are being foisted upon us under the guise of progress. To this end we are requesting an urgent meeting with you as one of our elected representatives to discuss and explain our concerns in more detail and to seek your help, support and guidance with our efforts.

We await hearing from you as a matter of urgency.

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|             | Le meas<br>Julie Field  |  |
| NTA-C14-223 | I'm not happy about this there this is really a joke there should go and look where is money really is needed the most home help etc ,not on cycle lanes where there is no cyclist what about the elderly trying to live their lives they rely on buses in the area to get them out and about businesses had to suffer with covid in the area and now u want to try and destroy them again with cycle lanes cut down trees in the area you must have nothing else to do to be fair.   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-229 | Trees and greenery should not be removed to make cycle lanes. (Old Youghal road, between st Joseph's church and the library).Surely reducing the width of the footpath on the opposite side of the road is enough room for a cycle lane ? Two cycle lanes is ridiculous. If this project is about making a more sustainable city, trees should be the last thing to be removed. Even try to work around the trees ?   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-244 | <p>Hello,</p> <p>Please see below observations on the proposed design for the Mayfield to City Route. Please review and incorporate in a revised proposal.</p> <p>Mayfield to City Map 2. Summerhill North.</p> <p>1) Could the length of the second lane travelling toward the city be increased? If implemented as shown it will increase traffic que travelling towards the city.</p> <p>2) The filter bollards on York Hill are a very good proposal. The lane has become a rat run for vehicles bypassing the que of traffic on summerhill north heading into the city. The proposed bollard will provide priority to cyclists and pedestrians on the route.</p> <p>Mayfield to City Map 3. Lukes Cross</p> <p>1) The 2nr bus stops half way between lukes cross and the bottom of summer hill seems excessive, and will increase bus travel times unnecessarily. In my opinion there are not enough connections to other routes or residents in that area. The fact that the route is on a steep hill may seem to warrant a higher frequency of bus stops, particular for vulnerable users. However this works both ways, users can walk in the easy direction (down hill) towards the nearest bus stop, or the destination quite easily. The benefit of reduced stops/lower travel time will apply to a high number of users while the extra walking distance to from bus stops will only negatively affect a smaller number.</p> <p>Mayfield to City Map 6 Dillons Cross</p> <p>1) The right hand turning lane at the Glen avenue cross is welcome and will improve the safety of this junction between Glen Avenue and Ballyhooley Road. However residents affected by proposed land take should be consulted.</p> <p>2) The proposed additional parking at Dillons cross is welcomed. Additional public realm features such as bike parking, electric vehicle charging etc should be considered.</p> <p>3) The Bus Gate proposed on Ballyhooley Road at the Glen avenue junction seems unnecessary and will not confer any significant advantage on Buses, while it will significantly disrupt existing traffic. Traffic from the city travelling toward ballyvolane is free flowing, buses will travel at the same speed along Ballyholey Road when travelling away from the city, regardless of whether normal vehicle traffic is limited by a bus gate. The focus should instead be put on bus travel time towards the city as this is the more congested direction.</p> <p>4) The City Council has a maintenance depot on Sunviewplace East. The bus gate proposed on Ballyhooley Road blocks access to this depot from the city. The City Council maintenance teams based out of this depot should be consulted.</p> <p>5) Instead of the bus gate proposed, the road width between dillons cross and the Glen avenue cross should be widened. With the current parking it is currently too narrow for two large vehicles to pass and causes some moderate disruption. To offset the loss of parking on Glen Avenue. Could the road/parking be widened in the green area to the west side of glen avenue to create additional room to reinstate the residential parking. This existing green area is unused and does not offer any environmentally productive habitat as its just maintained grassland. A bus stop in this are might be worth considering also as the space is available for it.</p> <p>6) The proposed bus lane on Glen avenue, does not seem to have a clear purpose based on existing bus routes.</p> | Please see the NTA's response to Issue 19 in this report |

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|                           | <p>7) The Glen River park is a popular civic amenity in the area. The proposed bus gate on Ballyhooley road will disrupt access to the park from the city. Vehicles travelling to the park from the city via Ballyhooley Road, with the proposed bus gate will turn right at Dillons cross, up old youghal road, down gordons hill and then re join ballyhooley road and proceed to the Glen River Car Park Entrance. The additional vehicles turning right at Dillons Cross will cause significant traffic delays to vehicles, buses and cyclists. The proposed bus gate will therefore cause additional traffic delay at dillons cross travelling from the city, and will therefore increase bus journey times, to the Mayfield, Ballyvolane and the Glen. This proposal should be reconsidered.</p> <p>8) The Glen River park is a popular civic amenity, the scheme should consider cycle links to this park. There is an cycle/pedestrian access to the park via Sun view place east. This is a cul de sac and so could be changed to a quite shared space street. If connected to the scheme this would provide a cycle pedestrian connection between the proposed scheme and a significant amenity site. The civic amenity site could then provide connection for cyclists to the North Ring Road and Ballyvolane.</p>   |   |
| <p><b>NTA-C14-244</b></p> | <p>Hello,<br/>                 Please see below observations on the proposed design for the Mayfield to City Route. Please review and incorporate in a revised proposal.</p> <p>Mayfield to City Map 2. Summerhill North.</p> <p>1) Could the length of the second lane travelling toward the city be increased? If implemented as shown it will increase traffic que travelling towards the city.</p> <p>2) The filter bollards on York Hill are a very good proposal. The lane has become a rat run for vehicles bypassing the que of traffic on summerhill north heading into the city. The proposed bollard will provide priority to cyclists and pedestrians on the route.</p> <p>Mayfield to City Map 3. Lukes Cross</p> <p>1) The 2nr bus stops half way between lukes cross and the bottom of summer hill seems excessive, and will increase bus travel times unnecessarily. In my opinion there are not enough connections to other routes or residents in that area. The fact that the route is on a steep hill may seem to warrant a higher frequency of bus stops, particular for vulnerable users. However this works both ways, users can walk in the easy direction (down hill) towards the nearest bus stop, or the destination quite easily. The benefit of reduced stops/lower travel time will apply to a high number of users while the extra walking distance to from bus stops will only negatively affect a smaller number.</p> <p>Mayfield to City Map 6 Dillons Cross</p> <p>1) The right hand turning lane at the Glen avenue cross is welcome and will improve the safety of this junction between Glen Avenue and Ballyhooley Road. However residents affected by proposed land take should be consulted.</p> <p>2) The proposed additional parking at Dillons cross is welcomed. Additional public realm features such as bike parking, electric vehicle charging etc should be considered.</p> <p>3) The Bus Gate proposed on Ballyhooley Road at the Glen avenue junction seems unnecessary and will not confer any significant advantage on Buses, while it will significantly disrupt existing traffic. Traffic from the city travelling toward ballyvolane is free flowing, buses will travel at the same speed along Ballyholey Road when travelling away from the city, regardless of whether normal vehicle traffic is limited by a bus gate. The focus should instead be put on bus travel time towards the city as this is the more congested direction.</p> <p>4) The City Council has a maintenance depot on Sunviewplace East. The bus gate proposed on Ballyhooley Road blocks access to this depot from the city. The City Council maintenance teams based out of this depot should be consulted.</p> <p>5) Instead of the bus gate proposed, the road width between dillons cross and the Glen avenue cross should be widened. With the current parking it is currently too narrow for two large vehicles to pass and causes some moderate disruption. To offset the loss of parking on Glen Avenue. Could the road/parking be widened in the green area to the west side of glen avenue to create additional room to reinstate the residential parking. This existing green area is unused and does not offer any environmentally productive habitat as its just maintained grassland. A bus stop in this are might be worth considering also as the space is available for it.</p> <p>6) The proposed bus lane on Glen avenue, does not seem to have a clear purpose based on existing bus routes.</p> | <p>Please see the NTA's response to Issue 20 in this report</p> |



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| <p><b>NTA-C14-244</b></p> | <p>Hello,<br/>                 Please see below observations on the proposed design for the Mayfield to City Route. Please review and incorporate in a revised proposal.</p> <p>Mayfield to City Map 2. Summerhill North.</p> <p>1) Could the length of the second lane travelling toward the city be increased? If implemented as shown it will increase traffic que travelling towards the city.</p> <p>2) The filter bollards on York Hill are a very good proposal. The lane has become a rat run for vehicles bypassing the que of traffic on summerhill north heading into the city. The proposed bollard will provide priority to cyclists and pedestrians on the route.</p> <p>Mayfield to City Map 3. Lukes Cross</p> <p>1) The 2nr bus stops half way between lukes cross and the bottom of summer hill seems excessive, and will increase bus travel times unnecessarily. In my opinion there are not enough connections to other routes or residents in that area. The fact that the route is on a steep hill may seem to warrant a higher frequency of bus stops, particular for vulnerable users. However this works both ways, users can walk in the easy direction (down hill) towards the nearest bus stop, or the destination quite easily. The benefit of reduced stops/lower travel time will apply to a high number of users while the extra walking distance to from bus stops will only negatively affect a smaller number.</p> <p>Mayfield to City Map 6 Dillons Cross</p> <p>1) The right hand turning lane at the Glen avenue cross is welcome and will improve the safety of this junction between Glen Avenue and Ballyhooley Road. However residents affected by proposed land take should be consulted.</p> <p>2) The proposed additional parking at Dillons cross is welcomed. Additional public realm features such as bike parking, electric vehicle charging etc should be considered.</p> <p>3) The Bus Gate proposed on Ballyhooley Road at the Glen avenue junction seems unnecessary and will not confer any significant advantage on Buses, while it will significantly disrupt existing traffic. Traffic from the city travelling toward ballyvolane is free flowing, buses will travel at the same speed along Ballyholey Road when travelling away from the city, regardless of whether normal vehicle traffic is limited by a bus gate. The focus should instead be put on bus travel time towards the city as this is the more congested direction.</p> <p>4) The City Council has a maintenance depot on Sunviewplace East. The bus gate proposed on Ballyhooley Road blocks access to this depot from the city. The City Council maintenance teams based out of this depot should be consulted.</p> <p>5) Instead of the bus gate proposed, the road width between dillons cross and the Glen avenue cross should be widened. With the current parking it is currently too narrow for two large vehicles to pass and causes some moderate disruption. To offset the loss of parking on Glen Avenue. Could the road/parking be widened in the green area to the west side of glen avenue to create additional room to reinstate the residential parking. This existing green area is unused and does not offer any environmentally productive habitat as its just maintained grassland. A bus stop in this are might be worth considering also as the space is available for it.</p> <p>6) The proposed bus lane on Glen avenue, does not seem to have a clear purpose based on existing bus routes.</p> | <p>Please see the NTA's response to Issue 22 in this report</p> |

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|                           | <p>7) The Glen River park is a popular civic amenity in the area. The proposed bus gate on Ballyhooley road will disrupt access to the park from the city. Vehicles travelling to the park from the city via Ballyhooley Road, with the proposed bus gate will turn right at Dillons cross, up old youghal road, down gordons hill and then re join ballyhooley road and proceed to the Glen River Car Park Entrance. The additional vehicles turning right at Dillons Cross will cause significant traffic delays to vehicles, buses and cyclists. The proposed bus gate will therefore cause additional traffic delay at dillons cross travelling from the city, and will therefore increase bus journey times, to the Mayfield, Ballyvolane and the Glen. This proposal should be reconsidered.</p> <p>8) The Glen River park is a popular civic amenity, the scheme should consider cycle links to this park. There is an cycle/pedestrian access to the park via Sun view place east. This is a cul de sac and so could be changed to a quite shared space street. If connected to the scheme this would provide a cycle pedestrian connection between the proposed scheme and a significant amenity site. The civic amenity site could then provide connection for cyclists to the North Ring Road and Ballyvolane.</p>   |  |
| <p><b>NTA-C14-244</b></p> | <p>Hello,<br/>                 Please see below observations on the proposed design for the Mayfield to City Route. Please review and incorporate in a revised proposal.</p> <p>Mayfield to City Map 2. Summerhill North.</p> <p>1) Could the length of the second lane travelling toward the city be increased? If implemented as shown it will increase traffic que travelling towards the city.</p> <p>2) The filter bollards on York Hill are a very good proposal. The lane has become a rat run for vehicles bypassing the que of traffic on summerhill north heading into the city. The proposed bollard will provide priority to cyclists and pedestrians on the route.</p> <p>Mayfield to City Map 3. Lukes Cross</p> <p>1) The 2nr bus stops half way between lukes cross and the bottom of summer hill seems excessive, and will increase bus travel times unnecessarily. In my opinion there are not enough connections to other routes or residents in that area. The fact that the route is on a steep hill may seem to warrant a higher frequency of bus stops, particular for vulnerable users. However this works both ways, users can walk in the easy direction (down hill) towards the nearest bus stop, or the destination quite easily. The benefit of reduced stops/lower travel time will apply to a high number of users while the extra walking distance to from bus stops will only negatively affect a smaller number.</p> <p>Mayfield to City Map 6 Dillons Cross</p> <p>1) The right hand turning lane at the Glen avenue cross is welcome and will improve the safety of this junction between Glen Avenue and Ballyhooley Road. However residents affected by proposed land take should be consulted.</p> <p>2) The proposed additional parking at Dillons cross is welcomed. Additional public realm features such as bike parking, electric vehicle charging etc should be considered.</p> <p>3) The Bus Gate proposed on Ballyhooley Road at the Glen avenue junction seems unnecessary and will not confer any significant advantage on Buses, while it will significantly disrupt existing traffic. Traffic from the city travelling toward ballyvolane is free flowing, buses will travel at the same speed along Ballyholey Road when travelling away from the city, regardless of whether normal vehicle traffic is limited by a bus gate. The focus should instead be put on bus travel time towards the city as this is the more congested direction.</p> <p>4) The City Council has a maintenance depot on Sunviewplace East. The bus gate proposed on Ballyhooley Road blocks access to this depot from the city. The City Council maintenance teams based out of this depot should be consulted.</p> <p>5) Instead of the bus gate proposed, the road width between dillons cross and the Glen avenue cross should be widened. With the current parking it is currently too narrow for two large vehicles to pass and causes some moderate disruption. To offset the loss of parking on Glen Avenue. Could the road/parking be widened in the green area to the west side of glen avenue to create additional room to reinstate the residential parking. This existing green area is unused and does not offer any environmentally productive habitat as its just maintained grassland. A bus stop in this are might be worth considering also as the space is available for it.</p> <p>6) The proposed bus lane on Glen avenue, does not seem to have a clear purpose based on existing bus routes.</p> | <p>Please see the NTA's response to Issue 9 in this report</p> |

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|                           | <p>7) The Glen River park is a popular civic amenity in the area. The proposed bus gate on Ballyhooley road will disrupt access to the park from the city. Vehicles travelling to the park from the city via Ballyhooley Road, with the proposed bus gate will turn right at Dillons cross, up old youghal road, down gordons hill and then re join ballyhooley road and proceed to the Glen River Car Park Entrance. The additional vehicles turning right at Dillons Cross will cause significant traffic delays to vehicles, buses and cyclists. The proposed bus gate will therefore cause additional traffic delay at dillons cross travelling from the city, and will therefore increase bus journey times, to the Mayfield, Ballyvolane and the Glen. This proposal should be reconsidered.</p> <p>8) The Glen River park is a popular civic amenity, the scheme should consider cycle links to this park. There is an cycle/pedestrian access to the park via Sun view place east. This is a cul de sac and so could be changed to a quite shared space street. If connected to the scheme this would provide a cycle pedestrian connection between the proposed scheme and a significant amenity site. The civic amenity site could then provide connection for cyclists to the North Ring Road and Ballyvolane.</p>  |  |
| <p><b>NTA-C14-258</b></p> | <p>STC-B Mayfield to City</p> <p>Lack of complete northbound cycle lane from junction with MacCurtain St to St Lukes Cross is fairly inexplicable. The footpath area on the northside of this road is very wide and space there could easily be partially reallocated to the creation of a northbound-only cycle lane for going up the hill. The speed differential of cyclists vs motorised traffic along with the narrow lanes here make cycling up this hill both dangerous for the cyclist and inconvenient for motorised traffic as the presence of a slow-moving cyclist creates an obstruction that is difficult if not impossible to safely pass during busy times.</p> <p>I would question why the southbound cycle lane from York Hill to MacCurtain St is placed on the north-/west-side of the road when the southbound cycle lane from MacCurtain St junction to Brian Boru bridge is on the south-/east-side of the road. It makes far more sense to me that the former would run on the same side of the road as the latter so that southbound cyclists do not need to change sides of the road at the junction with MacCurtain St.</p> <p>Unclear how northbound traffic is supposed to access Middle Glanmire Road from Summerhill North if there is a right turn ban at St Luke's Cross. What is the alternative route?</p> <p>What does the bus gate from/to junction at Glen Avenue achieve? It is not an area of high congestion save for northbound queue at North Ring Road where a northbound bus lane means that the bus is largely unaffected. It seems this will drive southbound traffic for Summerhill North/Dillons Cross/Lukes Cross area to unnecessarily divert to use Glen Avenue and other, lengthier routes thereby displacing congestion and increasing fuel-use and air pollution. The Glen Avenue/Ballyhooley Road junction is currently awkward to negotiate due to parked cars obstructing visibility and navigability. Sending increased traffic here is ill-advised with current layout and/or lack of signal control on the junction.</p> <p>No left turn onto Gordon's Hill from Ballyhooley Road. Why? Unclear what this achieves. Again drives Mayfield-bound traffic to other, lengthier routes thereby displacing congestion and increasing fuel-use and air pollution.</p> | <p>Please see the NTA's response to Issue 9 in this report</p> |
| <p><b>NTA-C14-258</b></p> | <p>STC-B Mayfield to City</p> <p>Lack of complete northbound cycle lane from junction with MacCurtain St to St Lukes Cross is fairly inexplicable. The footpath area on the northside of this road is very wide and space there could easily be partially reallocated to the creation of a northbound-only cycle lane for going up the hill. The speed differential of cyclists vs motorised traffic along with the narrow lanes here make cycling up this hill both dangerous for the cyclist and inconvenient for motorised traffic as the presence of a slow-moving cyclist creates an obstruction that is difficult if not impossible to safely pass during busy times.</p> <p>I would question why the southbound cycle lane from York Hill to MacCurtain St is placed on the north-/west-side of the road when the southbound cycle lane from MacCurtain St junction to Brian Boru bridge is on the south-/east-side of the road. It makes far more sense to me that the former would run on the same side of the road as the latter so that southbound cyclists do not need to change sides of the road at the junction with MacCurtain St.</p> <p>Unclear how northbound traffic is supposed to access Middle Glanmire Road from Summerhill North if there is a right turn ban at St Luke's Cross. What is the alternative route?</p> <p>What does the bus gate from/to junction at Glen Avenue achieve? It is not an area of high congestion save for northbound queue at</p>   | <p>Please see the NTA's response to Issue 7 in this report</p> |

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|                    | <p>North Ring Road where a northbound bus lane means that the bus is largely unaffected. It seems this will drive southbound traffic for Summerhill North/Dillons Cross/Lukes Cross area to unnecessarily divert to use Glen Avenue and other, lengthier routes thereby displacing congestion and increasing fuel-use and air pollution. The Glen Avenue/Ballyhooly Road junction is currently awkward to negotiate due to parked cars obstructing visibility and navigability. Sending increased traffic here is ill-advised with current layout and/or lack of signal control on the junction.</p> <p>No left turn onto Gordon's Hill from Ballyhooly Road. Why? Unclear what this achieves. Again drives Mayfield-bound traffic to other, lengthier routes thereby displacing congestion and increasing fuel-use and air pollution.</p>   |  |
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| <b>NTA-C14-263</b> | <p>You fail to outline that;<br/>On street parking will be taken from residents.<br/>Beautiful trees uprooted &amp; footpaths narrowed.</p> <p>A current every 20mins bus service replaced by every 60mins in an aging populated area and you won't see any of them jumping on bikes to cycle anywhere.<br/>Ridiculous proposal.</p>   | Please see the NTA's response to Issue 11 in this report |
| <b>NTA-C14-263</b> | <p>You fail to outline that;<br/>On street parking will be taken from residents.<br/>Beautiful trees uprooted &amp; footpaths narrowed.</p> <p>A current every 20mins bus service replaced by every 60mins in an aging populated area and you won't see any of them jumping on bikes to cycle anywhere.<br/>Ridiculous proposal.</p>   | Please see the NTA's response to Issue 14 in this report |
| <b>NTA-C14-263</b> | <p>You fail to outline that;<br/>On street parking will be taken from residents.<br/>Beautiful trees uprooted &amp; footpaths narrowed.</p>  | Please see the NTA's response to Issue 5 in this report  |



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|                    | <p>A current every 20mins bus service replaced by every 60mins in an aging populated area and you won't see any of them jumping on bikes to cycle anywhere.<br/>Ridiculous proposal.</p>  |  |
| <b>NTA-C14-283</b> | <p>The proposed Right Turn Ban north bound on Summerhill onto to Middle Glanmire Road as per Map 3 and Map 4 is neither safe nor sustainable.<br/>This proposed ban would have the following detrimental effects;</p> <ol style="list-style-type: none"> <li>1. Safety of pedestrians, cyclists and vehicular traffic will be compromised as traffic coming from Summerhill who are prevented from turning right onto Middle Glanmire Road may/will try and do a U Turn on the Ballyhooly / Gardiners Hill junction to get access to Middle Glanmire Road.</li> <li>2. This restriction will in effect increase the travel journey for all residents on the Middle Glanmire Road, who are travelling from Town adding up to 3 kilometers extra per journey, making it far less Sustainable and defeating the objective to achieve climate neutrality.</li> <li>3. It will increase traffic volumes on the Old Youghal Road via Ballyhooly Road and Dillons Cross, all of which are already physically constrained sections of roadway.</li> </ol> <p>This proposed Right Turn Ban should be removed and a filter light on the signal controlled junction at Saint Lukes should be provided.</p> | Please see the NTA's response to Issue 18 in this report |
| <b>NTA-C14-283</b> | <p>The proposed Right Turn Ban north bound on Summerhill onto to Middle Glanmire Road as per Map 3 and Map 4 is neither safe nor sustainable.<br/>This proposed ban would have the following detrimental effects;</p> <ol style="list-style-type: none"> <li>1. Safety of pedestrians, cyclists and vehicular traffic will be compromised as traffic coming from Summerhill who are prevented from turning right onto Middle Glanmire Road may/will try and do a U Turn on the Ballyhooly / Gardiners Hill junction to get access to Middle Glanmire Road.</li> <li>2. This restriction will in effect increase the travel journey for all residents on the Middle Glanmire Road, who are travelling from Town adding up to 3 kilometers extra per journey, making it far less Sustainable and defeating the objective to achieve climate neutrality.</li> <li>3. It will increase traffic volumes on the Old Youghal Road via Ballyhooly Road and Dillons Cross, all of which are already physically constrained sections of roadway.</li> </ol> <p>This proposed Right Turn Ban should be removed and a filter light on the signal controlled junction at Saint Lukes should be provided.</p> | Please see the NTA's response to Issue 7 in this report  |
| <b>NTA-C14-283</b> | <p>The proposed Right Turn Ban north bound on Summerhill onto to Middle Glanmire Road as per Map 3 and Map 4 is neither safe nor sustainable.<br/>This proposed ban would have the following detrimental effects;</p> <ol style="list-style-type: none"> <li>1. Safety of pedestrians, cyclists and vehicular traffic will be compromised as traffic coming from Summerhill who are prevented from turning right onto Middle Glanmire Road may/will try and do a U Turn on the Ballyhooly / Gardiners Hill junction to get access to Middle Glanmire Road.</li> <li>2. This restriction will in effect increase the travel journey for all residents on the Middle Glanmire Road, who are travelling from Town adding up to 3 kilometers extra per journey, making it far less Sustainable and defeating the objective to achieve climate neutrality.</li> <li>3. It will increase traffic volumes on the Old Youghal Road via Ballyhooly Road and Dillons Cross, all of which are already physically constrained sections of roadway.</li> </ol> <p>This proposed Right Turn Ban should be removed and a filter light on the signal controlled junction at Saint Lukes should be provided.</p> | Please see the NTA's response to Issue 19 in this report |
| <b>NTA-C14-303</b> | <p>Broadly supportive of the plan for this route. Glad that the NTA have listened to residents concerns and made the appropriate changes along the lower half of the route (Gardiners Hill, Ballyhooley Road, Summerhill North and Wellington Road. If implemented as per this draft then it would greatly benefit all people living in the areas and also result in a better bus route.</p>  | Please see the NTA's response to Issue 20 in this report |
| <b>NTA-C14-304</b> | <p>Again I wonder who's coming up with these proposals .. do you actually even know the city.<br/>Summer hill north has several residences, they are families.. they need access to parking.<br/>Restricting right turn to middle Glanmire road- why not put a filter lane there instead..</p>  | Please see the NTA's response to Issue 11 in this report |



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| NTA-C14-304 | <p>Again I wonder who's coming up with these proposals .. do you actually even know the city.<br/>         Summer hill north has several residences, they are families.. they need access to parking.<br/>         Restricting right turn to middle Glanmire road- why not put a filter lane there instead..<br/>         Again there is no park and ride for north side of city so this needs to be addressed prior to putting all this bus connect in place so that people might actually be able to use the bus system</p>   | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-312 | I object the proposed bus route because of the residential parking which will be taken away to make space for the bus route (e.g between Dillons Cross and St Lukes Cross). I am unclear where all these cars will go to and also worried that garden or green space is at risk with this project.  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-312 | I object the proposed bus route because of the residential parking which will be taken away to make space for the bus route (e.g between Dillons Cross and St Lukes Cross). I am unclear where all these cars will go to and also worried that garden or green space is at risk with this project.  | Please see the NTA's response to Issue 10 in this report |
| NTA-C14-313 | <p>I am a concerned resident of Colmcille Avenue and the negative impact of the following proposals:</p> <p>1. The provision of 2 cycle lanes, one on each side of the road, for the entire length of Colmcille Avenue.</p> <ul style="list-style-type: none"> <li>●The loss of all on-street carparking along Colmcille Avenue &amp; a section of Iona Park, i.e. NO parking for residents or businesses from the intersection of the North Ring Road and Colmcille Avenue. Where are we to park?</li> <li>●The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the junction with Kerry Road.             <ul style="list-style-type: none"> <li>●The reduction of footpath widths to 2m.</li> </ul> </li> <li>●Potential removal of the recently installed speed ramps on Colmcille Avenue.</li> </ul> <p>2. Changes to Bus Service</p> <ul style="list-style-type: none"> <li>●The 208 service will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC.</li> <li>● 2 new bus stops are to be located on Colmcille Avenue, this is a major concern for my privacy, as bedrooms &amp; living areas will be directly.</li> </ul> | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-313 | <p>I am a concerned resident of Colmcille Avenue and the negative impact of the following proposals:</p> <p>1. The provision of 2 cycle lanes, one on each side of the road, for the entire length of Colmcille Avenue.</p> <ul style="list-style-type: none"> <li>●The loss of all on-street carparking along Colmcille Avenue &amp; a section of Iona Park, i.e. NO parking for residents or businesses from the intersection of the North Ring Road and Colmcille Avenue. Where are we to park?</li> <li>●The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the junction with Kerry Road.             <ul style="list-style-type: none"> <li>●The reduction of footpath widths to 2m.</li> </ul> </li> </ul>   | Please see the NTA's response to Issue 14 in this report |

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|                           | <ul style="list-style-type: none"> <li>●Potential removal of the recently installed speed ramps on Colmcille Avenue.</li> </ul> <p style="text-align: center;">2. Changes to Bus Service</p> <ul style="list-style-type: none"> <li>●The 208 service will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC.</li> <li>● 2 new bus stops are to be located on Colmcille Avenue, this is a major concern for my privacy, as bedrooms &amp; living areas will be directly.</li> </ul>  |   |
| <p><b>NTA-C14-313</b></p> | <p>I am a concerned resident of Colmcille Avenue and the negative impact of the following proposals:</p> <p>1. The provision of 2 cycle lanes, one on each side of the road, for the entire length of Colmcille Avenue.</p> <ul style="list-style-type: none"> <li>●The loss of all on-street carparking along Colmcille Avenue &amp; a section of Iona Park, i.e. NO parking for residents or businesses from the intersection of the North Ring Road and Colmcille Avenue. Where are we to park?</li> <li>●The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the junction with Kerry Road.                             <ul style="list-style-type: none"> <li>●The reduction of footpath widths to 2m.</li> </ul> </li> <li>●Potential removal of the recently installed speed ramps on Colmcille Avenue.</li> </ul> <p style="text-align: center;">2. Changes to Bus Service</p> <ul style="list-style-type: none"> <li>●The 208 service will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC.</li> <li>● 2 new bus stops are to be located on Colmcille Avenue, this is a major concern for my privacy, as bedrooms &amp; living areas will be directly.</li> </ul> | <p>Please see the NTA's response to Issue 15 in this report</p> |
| <p><b>NTA-C14-313</b></p> | <p>I am a concerned resident of Colmcille Avenue and the negative impact of the following proposals:</p> <p>1. The provision of 2 cycle lanes, one on each side of the road, for the entire length of Colmcille Avenue.</p> <ul style="list-style-type: none"> <li>●The loss of all on-street carparking along Colmcille Avenue &amp; a section of Iona Park, i.e. NO parking for residents or businesses from the intersection of the North Ring Road and Colmcille Avenue. Where are we to park?</li> <li>●The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the junction with Kerry Road.                             <ul style="list-style-type: none"> <li>●The reduction of footpath widths to 2m.</li> </ul> </li> <li>●Potential removal of the recently installed speed ramps on Colmcille Avenue.</li> </ul> <p style="text-align: center;">2. Changes to Bus Service</p> <ul style="list-style-type: none"> <li>●The 208 service will no longer travel along Colmcille Avenue and will be replaced by the</li> </ul>   | <p>Please see the NTA's response to Issue 18 in this report</p> |

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|                    | <p>Number 21 which runs ONCE per hour and only travels as far as UCC.</p> <ul style="list-style-type: none"> <li>● 2 new bus stops are to be located on Colmcille Avenue, this is a major concern for my privacy, as bedrooms &amp; living areas will be directly.</li> </ul>   |  |
| <p>NTA-C14-313</p> | <p>I am a concerned resident of Colmcille Avenue and the negative impact of the following proposals:</p> <p>1. The provision of 2 cycle lanes, one on each side of the road, for the entire length of Colmcille Avenue.</p> <ul style="list-style-type: none"> <li>●The loss of all on-street carparking along Colmcille Avenue &amp; a section of Iona Park, i.e. NO parking for residents or businesses from the intersection of the North Ring Road and Colmcille Avenue. Where are we to park?</li> <li>●The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the junction with Kerry Road.                         <ul style="list-style-type: none"> <li>●The reduction of footpath widths to 2m.</li> </ul> </li> <li>●Potential removal of the recently installed speed ramps on Colmcille Avenue.</li> </ul> <p>2. Changes to Bus Service</p> <ul style="list-style-type: none"> <li>●The 208 service will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC.</li> <li>● 2 new bus stops are to be located on Colmcille Avenue, this is a major concern for my privacy, as bedrooms &amp; living areas will be directly.</li> </ul> | <p>Please see the NTA's response to Issue 4 in this report</p> |
| <p>NTA-C14-313</p> | <p>I am a concerned resident of Colmcille Avenue and the negative impact of the following proposals:</p> <p>1. The provision of 2 cycle lanes, one on each side of the road, for the entire length of Colmcille Avenue.</p> <ul style="list-style-type: none"> <li>●The loss of all on-street carparking along Colmcille Avenue &amp; a section of Iona Park, i.e. NO parking for residents or businesses from the intersection of the North Ring Road and Colmcille Avenue. Where are we to park?</li> <li>●The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the junction with Kerry Road.                         <ul style="list-style-type: none"> <li>●The reduction of footpath widths to 2m.</li> </ul> </li> <li>●Potential removal of the recently installed speed ramps on Colmcille Avenue.</li> </ul> <p>2. Changes to Bus Service</p> <ul style="list-style-type: none"> <li>●The 208 service will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC.</li> <li>● 2 new bus stops are to be located on Colmcille Avenue, this is a major concern for my privacy, as bedrooms &amp; living areas will be directly.</li> </ul> | <p>Please see the NTA's response to Issue 5 in this report</p> |

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| NTA-C14-314 | My parents live in Colmcille Avenue, Mayfield. They mind my son while I work, 5 days a week. With this new route, I have nowhere to park dropping or collecting my son  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-317 | <p>Instead of causing disruption and damage to Colmcille Avenue, its residents and businesses by adding cycle lanes to this street, cyclists (scarce as they are) should be guided to use the almost parallel route down (and up) Kerry Road, Sli Gartan, and Mayfield Park. These roads already have minimal traffic and would require little or no changes to the existing streetscape. This route also does not have the steep gradient of Colmcille Avenue that discourages cycling.</p> <p>The addition of cycle lanes on Colmcille Avenue would have an enormous detrimental effect on the entire area. Removing them from the proposed layout and providing a safe and viable alternative for what few cyclists there are would mitigate this negative impact.</p>   | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-317 | <p>Instead of causing disruption and damage to Colmcille Avenue, its residents and businesses by adding cycle lanes to this street, cyclists (scarce as they are) should be guided to use the almost parallel route down (and up) Kerry Road, Sli Gartan, and Mayfield Park. These roads already have minimal traffic and would require little or no changes to the existing streetscape. This route also does not have the steep gradient of Colmcille Avenue that discourages cycling.</p> <p>The addition of cycle lanes on Colmcille Avenue would have an enormous detrimental effect on the entire area. Removing them from the proposed layout and providing a safe and viable alternative for what few cyclists there are would mitigate this negative impact.</p>   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-334 | <p>To whom it may concern,</p> <p>The proposed no right turn at St. Luke's Cross causes significant safety risks to motorists, pedestrians, cyclists and school going children. It is counterproductive from an environmental perspective and it makes access awkward to important facilities along Middle Glanmire Road. These points are further outlined below:</p> <ol style="list-style-type: none"> <li>1. It is probable that the temptation to do a U turn at the nearby Gardiner's Hill Junction to avoid looping around the Old Youghal Road to get onto Middle Glanmire Road could cause potential accidents and chaos. This would result in traffic being held up on Summerhill in any case.</li> <li>2. The additional journey around Old Youghal Road is forcing motorists to elongate their journey in cars which is actually worsening the traffic situation.</li> <li>3. This no right turn is preventing access for occupants and carers of important facilities on Middle Glanmire Road including Care Choice Nursing Home, St Paul's Special School and the Cope Foundation.</li> <li>4. Traffic users could also instead commute via Lower Glanmire Road and up Lover's Walk. Lower Glanmire Road does not have capacity to withstand this additional traffic and Lover's Walk certainly doesn't.</li> </ol> | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-334 | <p>To whom it may concern,</p> <p>The proposed no right turn at St. Luke's Cross causes significant safety risks to motorists, pedestrians, cyclists and school going children. It is counterproductive from an environmental perspective and it makes access awkward to important facilities along Middle Glanmire Road. These points are further outlined below:</p> <ol style="list-style-type: none"> <li>1. It is probable that the temptation to do a U turn at the nearby Gardiner's Hill Junction to avoid looping around the Old Youghal Road to get onto Middle Glanmire Road could cause potential accidents and chaos. This would result in traffic being held up on Summerhill in any case.</li> <li>2. The additional journey around Old Youghal Road is forcing motorists to elongate their journey in cars which is actually worsening the traffic situation.</li> <li>3. This no right turn is preventing access for occupants and carers of important facilities on Middle Glanmire Road including Care Choice Nursing Home, St Paul's Special School and the Cope Foundation.</li> <li>4. Traffic users could also instead commute via Lower Glanmire Road and up Lover's Walk. Lower Glanmire Road does not have capacity to withstand this additional traffic and Lover's Walk certainly doesn't.</li> </ol> | Please see the NTA's response to Issue 7 in this report  |

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| NTA-C14-334 | <p>To whom it may concern,</p> <p>The proposed no right turn at St. Luke's Cross causes significant safety risks to motorists, pedestrians, cyclists and school going children. It is counterproductive from an environmental perspective and it makes access awkward to important facilities along Middle Glanmire Road. These points are further outlined below:</p> <ol style="list-style-type: none"> <li>1. It is probable that the temptation to do a U turn at the nearby Gardiner's Hill Junction to avoid looping around the Old Youghal Road to get onto Middle Glanmire Road could cause potential accidents and chaos. This would result in traffic being held up on Summerhill in any case.</li> <li>2. The additional journey around Old Youghal Road is forcing motorists to elongate their journey in cars which is actually worsening the traffic situation.</li> <li>3. This no right turn is preventing access for occupants and carers of important facilities on Middle Glanmire Road including Care Choice Nursing Home, St Paul's Special School and the Cope Foundation.</li> <li>4. Traffic users could also instead commute via Lower Glanmire Road and up Lover's Walk. Lower Glanmire Road does not have capacity to withstand this additional traffic and Lover's Walk certainly doesn't.</li> </ol> | Please see the NTA's response to Issue 2 in this report  |
| NTA-C14-342 | <p>I would like to see an extension of the quiet street proposed for Middle Glanmire road. I would hope that remainder of middle Glanmire road, lovers walk and Traflagar hill could be included in this scheme with widening of footpaths or installation where there are none, installation of cycle priority and introduction of traffic calming measures or reduced car permeability.</p> <p>The removal of right turn from St Luke's cross to middle Glanmire road may potentially drive commuter traffic onto lower glanmire road and left up Traflagar hill and lovers walk. This section of road has no footpaths and narrows in certain places as such it is not suitable for increased traffic volumes.</p> <p>Lovers walk is also suitable to be remodelled as an active travel route by adding footpaths and cycle lanes and reducing car accessibility. As a cycle route it would connect with the enhanced city cycle network and also offer connection to eastern cycle route to little island for mayfield/montenotte residents.</p> <p>By adding footpaths to Lovers Walk/Traflagar Hill, access would be granted to residents to Route A Dunkettle to City, as currently the lack of footpaths means local children, commuters need to be driven or else risk sharing the road with cars.</p>                   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-342 | <p>I would like to see an extension of the quiet street proposed for Middle Glanmire road. I would hope that remainder of middle Glanmire road, lovers walk and Traflagar hill could be included in this scheme with widening of footpaths or installation where there are none, installation of cycle priority and introduction of traffic calming measures or reduced car permeability.</p> <p>The removal of right turn from St Luke's cross to middle Glanmire road may potentially drive commuter traffic onto lower glanmire road and left up Traflagar hill and lovers walk. This section of road has no footpaths and narrows in certain places as such it is not suitable for increased traffic volumes.</p> <p>Lovers walk is also suitable to be remodelled as an active travel route by adding footpaths and cycle lanes and reducing car accessibility. As a cycle route it would connect with the enhanced city cycle network and also offer connection to eastern cycle route to little island for mayfield/montenotte residents.</p> <p>By adding footpaths to Lovers Walk/Traflagar Hill, access would be granted to residents to Route A Dunkettle to City, as currently the lack of footpaths means local children, commuters need to be driven or else risk sharing the road with cars.</p>                   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-342 | <p>I would like to see an extension of the quiet street proposed for Middle Glanmire road. I would hope that remainder of middle Glanmire road, lovers walk and Traflagar hill could be included in this scheme with widening of footpaths or installation where there are none, installation of cycle priority and introduction of traffic calming measures or reduced car permeability.</p> <p>The removal of right turn from St Luke's cross to middle Glanmire road may potentially drive commuter traffic onto lower glanmire road and left up Traflagar hill and lovers walk. This section of road has no footpaths and narrows in certain places as such it is not suitable for increased traffic volumes.</p>   | Please see the NTA's response to Issue 7 in this report  |

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|                    | <p>Lovers walk is also suitable to be remodelled as an active travel route by adding footpaths and cycle lanes and reducing car accessibility. As a cycle route it would connect with the enhanced city cycle network and also offer connection to eastern cycle route to little island for mayfield/montenotte residents.</p> <p>By adding footpaths to Lovers Walk/Traflagar Hill, access would be granted to residents to Route A Dunkettle to City, as currently the lack of footpaths means local children, commuters need to be driven or else risk sharing the road with cars.</p>  |   |
| <p>NTA-C14-352</p> | <p>Stop this bus corridor taking away our footpaths and parking to avail of essential services</p>   | <p>Please see the NTA's response to Issue 15 in this report</p> |
| <p>NTA-C14-352</p> | <p>1. The provision of 2 cycle lanes, one on each side of the road, for the entire length of Colmcille Avenue. This would be a waste of tax payers money there are kids in the area who love throwing stones etc at people and cars people would not use these lanes to cycle you rarely see anyone cycle in the area i would also question maintenance here as there is always broken glass along this road worse after a weekend who will keep these lanes glass free? I had two tyres car tyres a lot more sturdy then cycle puncture in two months along here</p> <ul style="list-style-type: none"> <li>●The loss of all on-street carparking along Colmcille Avenue &amp; a section of Iona Park, i.e.NO parking for residents or businesses from the intersection of the North Ring Road and Colmcille Avenue (the junction at the Garda Station) heading northwards to the junction of Iona Park and Old Youghal Road (the traffic lights beyond Bourke's chemist). this would be heartbreaking to see happen as so many elderly people in the area gets dropped off and they go to the chemist get there hair done or nails done and get collected this is a place families stop coming home from school to grab things parking in these areas there should be more of not less it will kill off more small local businesses that provide employment in the area</li> <li>●The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the junction with Kerry Road. These trees have been around longer then most people have always been there why disrupt them</li> <li>●The reduction of footpath widths to 2m resulting in the degradation of already limited walking amenities in our area. These are paths we walk with neighbours with kids we walk the dogs we chat to people passing we do not have a nice walkway area in mayfield we can walk this is our spot it's the one stretch of road people feel safe walking as it's lit up on the dark evenings and cars are there</li> <li>●Potential removal of the recently installed speed ramps on Colmcille Avenue. These being honest we're originally put in way too high and damaging cars daily due to the height but these were equally a brilliant instalment to slow down cars in a busy area by a busy greenway that kids play in</li> </ul> <p>2. Changes to Bus Service</p> <ul style="list-style-type: none"> <li>●The 208 service will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC.             <ul style="list-style-type: none"> <li>● 2 new bus stops are to be located on Colmcille Avenue, i.e.:                 <ul style="list-style-type: none"> <li>1 between Iona Green &amp; Iona Road, immediately adjacent to the junction of Colmcille Avenue &amp; Iona Road.</li> <li>1 at Inis Eoghin.</li> </ul> </li> </ul> </li> </ul> <p>My concerns here would be on the negative impact on visibility for road users and on homeowners' privacy as bedrooms &amp; living areas will be directly overlooked.</p> <p>3. The introduction of bus gates on Old Youghal Road and Ballyhooly Road, the proposed ban on left hand turns from Old Youghal</p> | <p>Please see the NTA's response to Issue 9 in this report</p>  |

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|                    | <p>Road down Gordons Hill and the proposed ban on right turns from St Lukes to the Middle Glanmire Road WITHOUT any traffic data or real time analysis to support the proposals.</p> <ul style="list-style-type: none"> <li>●A dramatic increase in an already heavy flow of traffic on Colmcille Avenue.             <ul style="list-style-type: none"> <li>●Increased air &amp; noise pollution from traffic.</li> </ul> </li> <li>●If speed ramps are removed, increased speed on Colmcille Avenue.</li> </ul> <p>4. The provision of a footpath through the green in Iona Park.</p> <ul style="list-style-type: none"> <li>●Concerns regarding the upkeep of the footpath from a health &amp; safety perspective and the possibility of anti-social gatherings along it. Again will this become the new “black path” a dumping ground at best more gangs hanging around more trouble will there be extra security for homeowners for our windows and cars etc</li> </ul> <p>5. The provision of 2 x toucan crossings on Colmcille Avenue. This will completely slow down further traffic at rush hour will only help to back up half the city as mayfield is linked in so many directions</p> <ul style="list-style-type: none"> <li>●Proposed locations need to be reviewed – currently, it is proposed that one of them will be positioned immediately outside a house driveway.</li> </ul> <p>with added gates, added crossings etc traffic will completely back up it does the best of days at rush hour , this will back up the ring road, montenotte , silversprings being honest right back to Dunkettle roundabout it will cause more traffic not ease the solution</p>  |   |
| <p>NTA-C14-352</p> | <p>Stop this bus corridor taking away our footpaths and parking to avail of essential services</p>   | <p>Please see the NTA's response to Issue 11 in this report</p> |
| <p>NTA-C14-355</p> | <p>1. The provision of 2 cycle lanes, one on each side of the road, for the entire length of Colmcille Avenue. This would be a waste of tax payers money there are kids in the area who love throwing stones etc at people and cars people would not use these lanes to cycle you rarely see anyone cycle in the area i would also question maintenance here as there is always broken glass along this road worse after a weekend who will keep these lanes glass free? I had two tyres car tyres a lot more sturdy then cycle puncture in two months along here</p> <ul style="list-style-type: none"> <li>●The loss of all on-street carparking along Colmcille Avenue &amp; a section of Iona Park, i.e.NO parking for residents or businesses from the intersection of the North Ring Road and Colmcille Avenue (the junction at the Garda Station) heading northwards to the junction of Iona Park and Old Youghal Road (the traffic lights beyond Bourke's chemist). this would be heartbreaking to see happen as so many elderly people in the area gets dropped off and they go to the chemist get there hair done or nails done and get collected this is a place families stop coming home from school to grab things parking in these areas there should be more of not less it will kill off more small local businesses that provide employment in the area</li> <li>●The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the junction with Kerry Road. These trees have been around longer then most people have always been there why disrupt them</li> <li>●The reduction of footpath widths to 2m resulting in the degradation of already limited walking amenities in our area. These are paths we walk with neighbours with kids we walk the dogs we chat to people passing we do not have a nice walkway area in mayfield we can walk this is our spot it's the one stretch of road people feel safe walking as it's lit up on the dark evenings and cars are there</li> <li>●Potential removal of the recently installed speed ramps on Colmcille Avenue. These being honest we're originally put in way too high</li> </ul> | <p>Please see the NTA's response to Issue 11 in this report</p> |



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|                           | <p>and damaging cars daily due to the height but these were equally a brilliant instalment to slow down cars in a busy area by a busy greenway that kids play in</p> <p>2. Changes to Bus Service</p> <ul style="list-style-type: none"> <li>●The 208 service will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC.             <ul style="list-style-type: none"> <li>● 2 new bus stops are to be located on Colmcille Avenue, i.e.:                 <ol style="list-style-type: none"> <li>1 between Iona Green &amp; Iona Road, immediately adjacent to the junction of Colmcille Avenue &amp; Iona Road.</li> <li>1 at Inis Eoghin.</li> </ol> </li> </ul> </li> </ul> <p>My concerns here would be on the negative impact on visibility for road users and on homeowners' privacy as bedrooms &amp; living areas will be directly overlooked.</p> <p>3. The introduction of bus gates on Old Youghal Road and Ballyhooly Road, the proposed ban on left hand turns from Old Youghal Road down Gordons Hill and the proposed ban on right turns from St Lukes to the Middle Glanmire Road WITHOUT any traffic data or real time analysis to support the proposals.</p> <ul style="list-style-type: none"> <li>●A dramatic increase in an already heavy flow of traffic on Colmcille Avenue.             <ul style="list-style-type: none"> <li>●Increased air &amp; noise pollution from traffic.</li> </ul> </li> <li>●If speed ramps are removed, increased speed on Colmcille Avenue.</li> </ul> <p>4. The provision of a footpath through the green in Iona Park.</p> <ul style="list-style-type: none"> <li>●Concerns regarding the upkeep of the footpath from a health &amp; safety perspective and the possibility of anti-social gatherings along it. Again will this become the new "black path" a dumping ground at best more gangs hanging around more trouble will there be extra security for homeowners for our windows and cars etc</li> </ul> <p>5. The provision of 2 x toucan crossings on Colmcille Avenue. This will completely slow down further traffic at rush hour will only help to back up half the city as mayfield is linked in so many directions</p> <ul style="list-style-type: none"> <li>●Proposed locations need to be reviewed – currently, it is proposed that one of them will be positioned immediately outside a house driveway.</li> </ul> <p>with added gates, added crossings etc traffic will completely back up it does the best of days at rush hour , this will back up the ring road, montenotte , silversprings being honest right back to Dunkettle roundabout it will cause more traffic not ease the solution</p> |   |
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the intersection of the North Ring Road and Colmcille Avenue (the junction at the Garda Station) heading northwards to the junction of Iona Park and Old Youghal Road (the traffic lights beyond Bourke's chemist). this would be heartbreaking to see happen as so many elderly people in the area gets dropped off and they go to the chemist get there hair done or nails done and get collected this is a place families stop coming home from school to grab things parking in these areas there should be more of not less it will kill off more small local businesses that provide employment in the area

- The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the junction with Kerry Road. These trees have been around longer then most people have always been there why disrupt them
- The reduction of footpath widths to 2m resulting in the degradation of already limited walking amenities in our area. These are paths we walk with neighbours with kids we walk the dogs we chat to people passing we do not have a nice walkway area in mayfield we can walk this is our spot it's the one stretch of road people feel safe walking as it's lit up on the dark evenings and cars are there
- Potential removal of the recently installed speed ramps on Colmcille Avenue. These being honest we're originally put in way too high and damaging cars daily due to the height but these were equally a brilliant instalment to slow down cars in a busy area by a busy greenway that kids play in

#### 2. Changes to Bus Service

- The 208 service will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC.
  - 2 new bus stops are to be located on Colmcille Avenue, i.e.:
    - 1 between Iona Green & Iona Road, immediately adjacent to the junction of Colmcille Avenue & Iona Road.
    - 1 at Inis Eoghin.

My concerns here would be on the negative impact on visibility for road users and on homeowners' privacy as bedrooms & living areas will be directly overlooked.

3. The introduction of bus gates on Old Youghal Road and Ballyhooly Road, the proposed ban on left hand turns from Old Youghal Road down Gordons Hill and the proposed ban on right turns from St Lukes to the Middle Glanmire Road WITHOUT any traffic data or real time analysis to support the proposals.

- A dramatic increase in an already heavy flow of traffic on Colmcille Avenue.
  - Increased air & noise pollution from traffic.
- If speed ramps are removed, increased speed on Colmcille Avenue.

#### 4. The provision of a footpath through the green in Iona Park.

- Concerns regarding the upkeep of the footpath from a health & safety perspective and the possibility of anti-social gatherings along it. Again will this become the new "black path" a dumping ground at best more gangs hanging around more trouble will there be extra security for homeowners for our windows and cars etc

5. The provision of 2 x toucan crossings on Colmcille Avenue. This will completely slow down further traffic at rush hour will only help to back up half the city as mayfield is linked in so many directions

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NTA-C14-355

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4. The provision of a footpath through the green in Iona Park.

Please see the NTA's response to Issue 5 in this report



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|             | <ul style="list-style-type: none"> <li>●Increased air &amp; noise pollution from traffic.</li> <li>●If speed ramps are removed, increased speed on Colmcille Avenue.</li> </ul> <p>4. The provision of a footpath through the green in Iona Park.</p> <ul style="list-style-type: none"> <li>●Concerns regarding the upkeep of the footpath from a health &amp; safety perspective and the possibility of anti-social gatherings along it. Again will this become the new “black path” a dumping ground at best more gangs hanging around more trouble will there be extra security for homeowners for our windows and cars etc</li> </ul> <p>5. The provision of 2 x toucan crossings on Colmcille Avenue. This will completely slow down further traffic at rush hour will only help to back up half the city as mayfield is linked in so many directions</p> <ul style="list-style-type: none"> <li>●Proposed locations need to be reviewed – currently, it is proposed that one of them will be positioned immediately outside a house driveway.</li> </ul> <p>with added gates, added crossings etc traffic will completely back up it does the best of days at rush hour , this will back up the ring road, montenotte , silversprings being honest right back to Dunkettle roundabout it will cause more traffic not ease the solution</p> |  |
| NTA-C14-356 | <p>I am 64 years and my husband is [personal information redacted] we are living at [personal information redacted] for the last 39 years my husband suffers with [personal information redacted] and he has a disabled badge for his car and I have vascular disease in my legs and can't walk very well if we lose our parking outside our door we are going to have to get rid of our car and be totally isolated as we won't be able to walk very far and we will have no visitors the road it self will be like a racing track my windows shake with the speed the buses cars ect goes through outside my door on the old Youghal rd to Dillon's cross thank you for reading this I hope someone did Brenda Myler [personal information redacted] Dillons Cross Cork [personal information redacted]</p>   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-356 | <p>I am 64 years and my husband is [personal information redacted] we are living at [personal information redacted] for the last 39 years my husband suffers with [personal information redacted] and he has a disabled badge for his car and I have vascular disease in my legs and can't walk very well if we lose our parking outside our door we are going to have to get rid of our car and be totally isolated as we won't be able to walk very far and we will have no visitors the road it self will be like a racing track my windows shake with the speed the buses cars ect goes through outside my door on the old Youghal rd to Dillon's cross thank you for reading this I hope someone did Brenda Myler [personal information redacted] Dillons Cross Cork [personal information redacted]</p>   | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-357 | <p>We're not Amsterdam! We're not London! We're not any decent city with good public transport and majority of those city's are modernised to comply with bikes. Cork isn't and never will be unless you bulldoze half the residential areas and add on to the current housing crisis.</p> <p>And ye think a bike is going to help this? I'm pregnant, I'm not going to cycle out to CUMH for an appointment when the bus drops me outside the door. I ain't going to fork a possible €40 or so for a taxi when a bus costs me less than €5. And I don't think I should be made wait over an hour for a bus when we have one every 20 mins now.</p> <p>Think of all the elderly; think of all the low paid families who don't drive because it costs too much for them! Think of all the families with young children going into town for a treat or to see Santa and again don't drive! Think of all the school children living here in Mayfield but go to school further a field and rely on the bus.</p> <p>You will actually drag people out of the city Center as with no frequent bus and cycle as an option people won't go and businesses will suffer. You will increase traffic congestion in the city because those who drive will drive now!</p>   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-360 | As a resident of colm cille avenue we don't want this to happen   | Please see the NTA's response to Issue 1 in this report  |

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| NTA-C14-361 | <p>I have an [personal information redacted] child. My parents bring him to and from school in glanmire. I need to be able to park outside their door.</p> <p>I live in Rathcormac so have no option but to drive for drops offs/collections.</p> <p>My parents don't have a drive so rely on the parking outside their door. If this is removed they will have no place to park.</p> <p>I've lived in the area most of my life. I am in the area 6 days a week and you might see one cyclist a month if that. There are no cyclists in the area.</p> <p>the roads are too busy for cyclists and also it's a very hilly area</p> <p>Loss of bus stop going to the city. It's invaluable for elderly residents.</p> <p>loss of parking - businesses in the area will suffer as well as elderly residents who cannot park outside the chemist</p>  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-361 | <p>I have an [personal information redacted] child. My parents bring him to and from school in glanmire. I need to be able to park outside their door.</p> <p>I live in Rathcormac so have no option but to drive for drops offs/collections.</p> <p>My parents don't have a drive so rely on the parking outside their door. If this is removed they will have no place to park.</p> <p>I've lived in the area most of my life. I am in the area 6 days a week and you might see one cyclist a month if that. There are no cyclists in the area.</p> <p>the roads are too busy for cyclists and also it's a very hilly area</p> <p>Loss of bus stop going to the city. It's invaluable for elderly residents.</p> <p>loss of parking - businesses in the area will suffer as well as elderly residents who cannot park outside the chemist</p>  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-361 | <p>I have an [personal information redacted] child. My parents bring him to and from school in glanmire. I need to be able to park outside their door.</p> <p>I live in Rathcormac so have no option but to drive for drops offs/collections.</p> <p>My parents don't have a drive so rely on the parking outside their door. If this is removed they will have no place to park.</p> <p>I've lived in the area most of my life. I am in the area 6 days a week and you might see one cyclist a month if that. There are no cyclists in the area.</p> <p>the roads are too busy for cyclists and also it's a very hilly area</p> <p>Loss of bus stop going to the city. It's invaluable for elderly residents.</p> <p>loss of parking - businesses in the area will suffer as well as elderly residents who cannot park outside the chemist</p>  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-391 | <p>A bike lane on Summerhill North would provide a great sense of safety and would assist with the flow of traffic.</p>  | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-394 | <p>With reference to the above, I wish to express my concerns &amp; opposition to the current proposals. I appreciate that changes need to be made at this time but the proposals as outlined are not viable for the Communities &amp; Businesses who will be greatly impacted by them.</p> <p>One size does not fit all with regard to sustainability. Cork is not Amsterdam or Berlin, which are generally on the flat with wide streets specially designed to facilitate cyclists. Having cycle lanes from Summerhill North, Wellington Road &amp; onto Mayfield is just not viable. It is all hills, the topography just does not support it, neither does the Irish weather. In my daily commute, I do not meet many cyclists on this route, not in the numbers that would justify the disruption &amp; impact to local Communities &amp; Businesses that these proposals will mean.</p> <p>Taking away parking from Residents &amp; Businesses along Colmcille Avenue &amp; Iona Park as well as along Wellington Road is not justifiable. Knocking beautiful, mature trees in the name of sustainability does not make sense. I can understand that changes are</p> | Please see the NTA's response to Issue 9 in this report  |



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|                    | <p>needed but they have to be respectful of the needs of the greater Public as well as taking into consideration how peoples qualify of life will be compromised &amp; the environmental impact of felling trees.</p> <p>Mayfield does not need cycle lanes, it needs the parking that is there that supports local Businesses including Bourkes Chemist, Looneys, Mirror Mirror, the Old Bank. Where are customers supposed to park, especially elderly people like my Mother, who frequently support these Businesses? She is 89. Many people in Mayfield are elderly &amp; are very upset about what is proposed. What about delivery vans? Where are residents &amp; their families on Colmcille Avenue &amp; Iona Park meant to park their cars? Cars are not luxury items, they are a necessity in the Modern World. This also applies to the residents on Wellington Road. They may live in the City but that does not mean they do not need a car. Will they have to park further up Military Hill up to Old Youghal Road? There is also the Address Hotel. People will have to park somewhere. It will just create another problem.</p> <p>The changes proposed will have a profound impact on the very fabric of established Communities &amp; the essence of what makes Cork unique. St Luke's has evolved into a beautiful area with Henchy's, the Wine Tavern, O'Keeffe's, St Luke's Music Venue, Coffee Roasters, it is very vibrant &amp; truly unique. There are beautiful walls &amp; streets all along the route from Mayfield to the City, which give it character &amp; originality.</p> <p>As someone who travelled by buses to work for many years, the unreliability of the service forced me back into my car. What I believe would work best is a reliable, dependable bus service. I could not leave work at 5.00 &amp; know I would get a bus by 5.15. Many times, it was after 6.00 before I got a bus. I do appreciate that services have improved greatly over the years but the fleet of buses could be expanded further &amp; it would cost so much less than what is proposed.</p> <p>I appreciate that, with the impacts of Climate change so prevalent at this time, changes are required in how we travel but I do not believe the proposed changes will have the expected impact. With what is at stake for Communities, Businesses &amp; Cork City in general, every avenue should be considered &amp; discussed in depth to ensure the right, sustainable decision is made for everyone impacted by the changes.</p>   |   |
| <p>NTA-C14-394</p> | <p>With reference to the above, I wish to express my concerns &amp; opposition to the current proposals. I appreciate that changes need to be made at this time but the proposals as outlined are not viable for the Communities &amp; Businesses who will be greatly impacted by them.</p> <p>One size does not fit all with regard to sustainability. Cork is not Amsterdam or Berlin, which are generally on the flat with wide streets specially designed to facilitate cyclists. Having cycle lanes from Summerhill North, Wellington Road &amp; onto Mayfield is just not viable. It is all hills, the topography just does not support it, neither does the Irish weather. In my daily commute, I do not meet many cyclists on this route, not in the numbers that would justify the disruption &amp; impact to local Communities &amp; Businesses that these proposals will mean.</p> <p>Taking away parking from Residents &amp; Businesses along Colmcille Avenue &amp; Iona Park as well as along Wellington Road is not justifiable. Knocking beautiful, mature trees in the name of sustainability does not make sense. I can understand that changes are needed but they have to be respectful of the needs of the greater Public as well as taking into consideration how peoples qualify of life will be compromised &amp; the environmental impact of felling trees.</p> <p>Mayfield does not need cycle lanes, it needs the parking that is there that supports local Businesses including Bourkes Chemist, Looneys, Mirror Mirror, the Old Bank. Where are customers supposed to park, especially elderly people like my Mother, who frequently support these Businesses? She is 89. Many people in Mayfield are elderly &amp; are very upset about what is proposed. What about delivery vans? Where are residents &amp; their families on Colmcille Avenue &amp; Iona Park meant to park their cars? Cars are not luxury items, they are a necessity in the Modern World. This also applies to the residents on Wellington Road. They may live in the City but that does not mean they do not need a car. Will they have to park further up Military Hill up to Old Youghal Road? There is also the Address Hotel. People will have to park somewhere. It will just create another problem.</p> <p>The changes proposed will have a profound impact on the very fabric of established Communities &amp; the essence of what makes Cork unique. St Luke's has evolved into a beautiful area with Henchy's, the Wine Tavern, O'Keeffe's, St Luke's Music Venue, Coffee Roasters, it is very vibrant &amp; truly unique. There are beautiful walls &amp; streets all along the route from Mayfield to the City, which give it character</p> | <p>Please see the NTA's response to Issue 11 in this report</p> |

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|                           | <p style="text-align: center;">&amp; originality.</p> <p>As someone who travelled by buses to work for many years, the unreliability of the service forced me back into my car. What I believe would work best is a reliable, dependable bus service. I could not leave work at 5.00 &amp; know I would get a bus by 5.15. Many times, it was after 6.00 before I got a bus. I do appreciate that services have improved greatly over the years but the fleet of buses could be expanded further &amp; it would cost so much less than what is proposed.</p> <p>I appreciate that, with the impacts of Climate change so prevalent at this time, changes are required in how we travel but I do not believe the proposed changes will have the expected impact. With what is at stake for Communities, Businesses &amp; Cork City in general, every avenue should be considered &amp; discussed in depth to ensure the right, sustainable decision is made for everyone impacted by the changes.</p>  |   |
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| <p><b>NTA-C14-394</b></p> | <p>With reference to the above, I wish to express my concerns &amp; opposition to the current proposals. I appreciate that changes need to be made at this time but the proposals as outlined are not viable for the Communities &amp; Businesses who will be greatly impacted by them.</p>   | <p>Please see the NTA's response to Issue 5 in this report</p>  |

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|                        | <p>delivery vans? Where are residents &amp; their families on Colmcille Avenue &amp; Iona Park meant to park their cars? Cars are not luxury items, they are a necessity in the Modern World. This also applies to the residents on Wellington Road. They may live in the City but that does not mean they do not need a car. Will they have to park further up Military Hill up to Old Youghal Road? There is also the Address Hotel. People will have to park somewhere. It will just create another problem.</p> <p>The changes proposed will have a profound impact on the very fabric of established Communities &amp; the essence of what makes Cork unique. St Luke's has evolved into a beautiful area with Henchy's, the Wine Tavern, O'Keeffe's, St Luke's Music Venue, Coffee Roasters, it is very vibrant &amp; truly unique. There are beautiful walls &amp; streets all along the route from Mayfield to the City, which give it character &amp; originality.</p> <p>As someone who travelled by buses to work for many years, the unreliability of the service forced me back into my car. What I believe would work best is a reliable, dependable bus service. I could not leave work at 5.00 &amp; know I would get a bus by 5.15. Many times, it was after 6.00 before I got a bus. I do appreciate that services have improved greatly over the years but the fleet of buses could be expanded further &amp; it would cost so much less than what is proposed.</p> <p>I appreciate that, with the impacts of Climate change so prevalent at this time, changes are required in how we travel but I do not believe the proposed changes will have the expected impact. With what is at stake for Communities, Businesses &amp; Cork City in general, every avenue should be considered &amp; discussed in depth to ensure the right, sustainable decision is made for everyone impacted by the changes.</p> |  |
| NTA-C14-395            | Should not be allowed as it's not going to work will cause to much traffic to our houses   | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-399            | <p>As a Public Representative and a Resident of the Area there are a number of proposals in this Draft Plan in the Mayfield to City Route that certainly cause me great concern. Like many other Residents in our Local Community, I certainly need my Car to work and live in the Local Community and indeed in the City. I fully understand the need for sustainable Travel, but I feel that a carte blanche approach in terms of the proposed STC's to our Local Residential Communities is the wrong one and the Local Residents concerns really need to be listened to and acted on accordingly.</p> <p>Nobody knows an area better than someone living in the area!!!</p> <p>As a Public Representative, I have listened to the serious concerns of many Residents individually and as Groups in my Local Community in recent weeks and Months and also as a Resident in the area I have compiled a number of Key Points that are a source of serious concern to very many people in our Community. I hope that you will take note of these points and make the necessary amendments to the Mayfield to City STC reflecting the Concerns of our Local Community as outlined below.</p> <p>There are several key points that I wish to comment on are as follows in the attached Document.....</p> <p>Attachment. Summary:</p>  | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-399_Attachment | <p>Objection to right turn ban on Middle Glanmire Road, request for its removal due to impact on residents and local businesses</p> <p>Objection and request for removal of left turn ban towards Gordon's Hill due to negative impact on local residents</p>  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-399_Attachment | <p>Attachment. Summary:</p> <p>Objection to cycle lanes on Colmcille Avenue due to demographic of the area and increased congestion concerns</p>   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-399_Attachment | <p>Attachment. Summary:</p> <p>Objection to the removal of car parking due to impact on local businesses and local residents</p>   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-399_Attachment | <p>Attachment. Summary:</p> <p>Objection to the removal of trees on Colmcille Avenue</p>   | Please see the NTA's response to Issue 14 in this report |

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| NTA-C14-399_Attachment | Attachment. Summary:<br>Objection to changes to the bus services on Colmcille Avenue  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-399_Attachment | Attachment. Summary:<br>Support for the addition of extra bus stops on Colmcille Avenue   | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-399_Attachment | Attachment. Summary:<br>Concern for safety due to new bus stop location on Colmcille Ave  | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-399_Attachment | Attachment. Summary:<br>Objection to the reduction in footpath width due to their high usage by local people  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-403            | Removing the ability to park outside businesses on Colmcille Avenue, especially the chemist is extremely concerning. As a senior citizen I frequent the chemist for both myself and my 86 year old husband. We cannot walk very far and this would negatively affect our lives. Please do not remove parking along Colmcille Avenue   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-405            | As an elderly resident of Iona Road, living here almost 60 years, I implore the powers that be to drastically reconsider the proposed route change of the 208 Bus Route. I, along with many other residents of a similar age, are heavily dependent on the current bus route which allows us to travel to the city and beyond. I feel that changing the route time to every hour is ludicrous. Once our seasons change back to regular programming as we are so accustomed to, expecting people to wait out in cold and wet conditions for up to an hour is beyond comprehension. For such a popular route, it is hard to see why such plans have been put forward in the first place. Considering such delays that this will cause people at peak times, it is hard to wonder how people that are supposedly working in the best interest of those they serve are seen to be upholding that promise. The altering of parking is also a terrible idea, considering it leaves those without ample spots available no choice but to park elsewhere. This is a knock on effect and will greatly impact those who may need to park close by due to physical constraints. Would the transport authority not see some sense and answer the raised points of local residents before committing to such a drastic overhaul of our well needed and used service. | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-405            | As an elderly resident of Iona Road, living here almost 60 years, I implore the powers that be to drastically reconsider the proposed route change of the 208 Bus Route. I, along with many other residents of a similar age, are heavily dependent on the current bus route which allows us to travel to the city and beyond. I feel that changing the route time to every hour is ludicrous. Once our seasons change back to regular programming as we are so accustomed to, expecting people to wait out in cold and wet conditions for up to an hour is beyond comprehension. For such a popular route, it is hard to see why such plans have been put forward in the first place. Considering such delays that this will cause people at peak times, it is hard to wonder how people that are supposedly working in the best interest of those they serve are seen to be upholding that promise. The altering of parking is also a terrible idea, considering it leaves those without ample spots available no choice but to park elsewhere. This is a knock on effect and will greatly impact those who may need to park close by due to physical constraints. Would the transport authority not see some sense and answer the raised points of local residents before committing to such a drastic overhaul of our well needed and used service. | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-418            | Being a concerned resident of Colmcille Avenue who has for many years cycled from Iona Park to UCC via both Old Youghal Road and Montenotte routes and I OBJECT to the proposed changes due to the negative impact of the following proposals:<br><br>1. The provision of 2 cycle lanes, one on each side of the road, for the entire length of Colmcille Avenue.<br><br>●The loss of all on-street carparking along Colmcille Avenue & a section of Iona Park, i.e. NO parking for residents or businesses from the intersection of the North Ring Road and Colmcille Avenue. Where are we to park?<br><br>●The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the  | Please see the NTA's response to Issue 11 in this report |

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|                    | <p>junction with Kerry Road.</p> <ul style="list-style-type: none"> <li>●The reduction of footpath widths to 2m.</li> <li>●Potential removal of the recently installed speed ramps on Colmcille Avenue.</li> </ul> <p>2. Changes to Bus Service</p> <ul style="list-style-type: none"> <li>●The 208 service will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC.</li> <li>● 2 new bus stops are to be located on Colmcille Avenue, this is a major concern for my privacy, as bedrooms &amp; living areas will be directly.</li> </ul> <p>I OBJECT to the proposals and do not wish them to go ahead.</p>  |   |
| <p>NTA-C14-418</p> | <p>Being a concerned resident of Colmcille Avenue who has for many years cycled from Iona Park to UCC via both Old Youghal Road and Montenotte routes and I OBJECT to the proposed changes due to the negative impact of the following proposals:</p> <p>1. The provision of 2 cycle lanes, one on each side of the road, for the entire length of Colmcille Avenue.</p> <ul style="list-style-type: none"> <li>●The loss of all on-street carparking along Colmcille Avenue &amp; a section of Iona Park, i.e. NO parking for residents or businesses from the intersection of the North Ring Road and Colmcille Avenue. Where are we to park?</li> <li>●The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the junction with Kerry Road.</li> <li>●The reduction of footpath widths to 2m.</li> <li>●Potential removal of the recently installed speed ramps on Colmcille Avenue.</li> </ul> <p>2. Changes to Bus Service</p> <ul style="list-style-type: none"> <li>●The 208 service will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC.</li> <li>● 2 new bus stops are to be located on Colmcille Avenue, this is a major concern for my privacy, as bedrooms &amp; living areas will be directly.</li> </ul> <p>I OBJECT to the proposals and do not wish them to go ahead.</p> | <p>Please see the NTA's response to Issue 14 in this report</p> |
| <p>NTA-C14-418</p> | <p>Being a concerned resident of Colmcille Avenue who has for many years cycled from Iona Park to UCC via both Old Youghal Road and Montenotte routes and I OBJECT to the proposed changes due to the negative impact of the following proposals:</p> <p>1. The provision of 2 cycle lanes, one on each side of the road, for the entire length of Colmcille Avenue.</p> <ul style="list-style-type: none"> <li>●The loss of all on-street carparking along Colmcille Avenue &amp; a section of Iona Park, i.e. NO parking for residents or businesses from the intersection of the North Ring Road and Colmcille Avenue. Where are we to park?</li> <li>●The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the junction with Kerry Road.</li> <li>●The reduction of footpath widths to 2m.</li> <li>●Potential removal of the recently installed speed ramps on Colmcille Avenue.</li> </ul>   | <p>Please see the NTA's response to Issue 15 in this report</p> |

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|                    | <p>2. Changes to Bus Service</p> <ul style="list-style-type: none"> <li>•The 208 service will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC.</li> <li>• 2 new bus stops are to be located on Colmcille Avenue, this is a major concern for my privacy, as bedrooms &amp; living areas will be directly.</li> </ul> <p>I OBJECT to the proposals and do not wish them to go ahead.</p>   |   |
| <p>NTA-C14-418</p> | <p>Being a concerned resident of Colmcille Avenue who has for many years cycled from Iona Park to UCC via both Old Youghal Road and Montenotte routes and I OBJECT to the proposed changes due to the negative impact of the following proposals:</p> <p>1. The provision of 2 cycle lanes, one on each side of the road, for the entire length of Colmcille Avenue.</p> <ul style="list-style-type: none"> <li>•The loss of all on-street carparking along Colmcille Avenue &amp; a section of Iona Park, i.e. NO parking for residents or businesses from the intersection of the North Ring Road and Colmcille Avenue. Where are we to park?</li> <li>•The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the junction with Kerry Road.             <ul style="list-style-type: none"> <li>•The reduction of footpath widths to 2m.</li> </ul> </li> <li>•Potential removal of the recently installed speed ramps on Colmcille Avenue.</li> </ul> <p>2. Changes to Bus Service</p> <ul style="list-style-type: none"> <li>•The 208 service will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC.</li> <li>• 2 new bus stops are to be located on Colmcille Avenue, this is a major concern for my privacy, as bedrooms &amp; living areas will be directly.</li> </ul> <p>I OBJECT to the proposals and do not wish them to go ahead.</p> | <p>Please see the NTA's response to Issue 18 in this report</p> |
| <p>NTA-C14-418</p> | <p>Being a concerned resident of Colmcille Avenue who has for many years cycled from Iona Park to UCC via both Old Youghal Road and Montenotte routes and I OBJECT to the proposed changes due to the negative impact of the following proposals:</p> <p>1. The provision of 2 cycle lanes, one on each side of the road, for the entire length of Colmcille Avenue.</p> <ul style="list-style-type: none"> <li>•The loss of all on-street carparking along Colmcille Avenue &amp; a section of Iona Park, i.e. NO parking for residents or businesses from the intersection of the North Ring Road and Colmcille Avenue. Where are we to park?</li> <li>•The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the junction with Kerry Road.             <ul style="list-style-type: none"> <li>•The reduction of footpath widths to 2m.</li> </ul> </li> <li>•Potential removal of the recently installed speed ramps on Colmcille Avenue.</li> </ul> <p>2. Changes to Bus Service</p>  | <p>Please see the NTA's response to Issue 4 in this report</p>  |



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| NTA-C14-418 | <p>Being a concerned resident of Colmcille Avenue who has for many years cycled from Iona Park to UCC via both Old Youghal Road and Montenotte routes and I OBJECT to the proposed changes due to the negative impact of the following proposals:</p> <p>1. The provision of 2 cycle lanes, one on each side of the road, for the entire length of Colmcille Avenue.</p> <ul style="list-style-type: none"> <li>•The loss of all on-street carparking along Colmcille Avenue &amp; a section of Iona Park, i.e. NO parking for residents or businesses from the intersection of the North Ring Road and Colmcille Avenue. Where are we to park?</li> <li>•The removal of all of the road-side trees along one side of Colmcille Avenue from the junction with Iona Road to just above the junction with Kerry Road. <ul style="list-style-type: none"> <li>•The reduction of footpath widths to 2m.</li> </ul> </li> <li>•Potential removal of the recently installed speed ramps on Colmcille Avenue.</li> </ul> <p>2. Changes to Bus Service</p> <ul style="list-style-type: none"> <li>•The 208 service will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC.</li> <li>• 2 new bus stops are to be located on Colmcille Avenue, this is a major concern for my privacy, as bedrooms &amp; living areas will be directly.</li> </ul> <p>I OBJECT to the proposals and do not wish them to go ahead.</p> | Please see the NTA's response to Issue 5 in this report |
| NTA-C14-449 | <p>These proposals are ill conceived. Whilst claiming to be sustainable the proposals are nothing of the sort, generating as they will increased congestion and journey time for motorists. Bus gates seem more likely to cause public insurrection and the flight of business from cork city than an improved environment for all sectors in the City. The Mayfield to City route does all of these things. Buses are NOT the answer to all transport problems. As planned they offer nothing to the motorist to encourage them to use alternative transport. Where subsidising bus fares significantly to encourage people to leave their cars is the only realistic way to reduce congestion together with a congestion charge for 'the Island'.</p> <p>The prevention of parking in Colmcille Avenue will be impossible to enforce when residents have to use the shops and pharmacy. The destruction of trees required and the widening of roadways are a near Orwellian concept in what is supposed to be a sustainable and green initiative. Furthermore elderly disabled residents unable to park when necessary will not be able to walk, especially to pharmacies. This fact makes all of the corridors suggested and the Mayfield to City route both discriminatory and unethical. Please dismiss the whole idea and develop new initiatives with more imagination than merely by aping failed initiatives in other jurisdictions.</p>   | Please see the NTA's response to Issue 7 in this report |
| NTA-C14-449 | <p>These proposals are ill conceived. Whilst claiming to be sustainable the proposals are nothing of the sort, generating as they will increased congestion and journey time for motorists. Bus gates seem more likely to cause public insurrection and the flight of business from cork city than an improved environment for all sectors in the City. The Mayfield to City route does all of these things. Buses are NOT the answer to all transport problems. As planned they offer nothing to the motorist to encourage them to use alternative transport. Where subsidising bus fares significantly to encourage people to leave their cars is the only realistic way to reduce congestion together with a congestion charge for 'the Island'.</p>   | Please see the NTA's response to Issue 6 in this report |

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| <p>NTA-C14-449</p> | <p>These proposals are ill conceived. Whilst claiming to be sustainable the proposals are nothing of the sort, generating as they will increased congestion and journey time for motorists. Bus gates seem more likely to cause public insurrection and the flight of business from cork city than an improved environment for all sectors in the City. The Mayfield to City route does all of these things. Buses are NOT the answer to all transport problems. As planned they offer nothing to the motorist to encourage them to use alternative transport. Where subsidising bus fares significantly to encourage people to leave their cars is the only realistic way to reduce congestion together with a congestion charge for 'the Island'.</p> <p>The prevention of parking in Colmcille Avenue will be impossible to enforce when residents have to use the shops and pharmacy. The destruction of trees required and the widening of roadways are a near Orwellian concept in what is supposed to be a sustainable and green initiative. Furthermore elderly disabled residents unable to park when necessary will not be able to walk, especially to pharmacies. This fact makes all of the corridors suggested and the Mayfield to City route both discriminatory and unethical. Please dismiss the whole idea and develop new initiatives with more imagination than merely by aping failed initiatives in other jurisdictions.</p> | <p>Please see the NTA's response to Issue 22 in this report</p> |
| <p>NTA-C14-449</p> | <p>These proposals are ill conceived. Whilst claiming to be sustainable the proposals are nothing of the sort, generating as they will increased congestion and journey time for motorists. Bus gates seem more likely to cause public insurrection and the flight of business from cork city than an improved environment for all sectors in the City. The Mayfield to City route does all of these things. Buses are NOT the answer to all transport problems. As planned they offer nothing to the motorist to encourage them to use alternative transport. Where subsidising bus fares significantly to encourage people to leave their cars is the only realistic way to reduce congestion together with a congestion charge for 'the Island'.</p> <p>The prevention of parking in Colmcille Avenue will be impossible to enforce when residents have to use the shops and pharmacy. The destruction of trees required and the widening of roadways are a near Orwellian concept in what is supposed to be a sustainable and green initiative. Furthermore elderly disabled residents unable to park when necessary will not be able to walk, especially to pharmacies. This fact makes all of the corridors suggested and the Mayfield to City route both discriminatory and unethical. Please dismiss the whole idea and develop new initiatives with more imagination than merely by aping failed initiatives in other jurisdictions.</p> | <p>Please see the NTA's response to Issue 14 in this report</p> |

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| NTA-C14-449 | <p>These proposals are ill conceived. Whilst claiming to be sustainable the proposals are nothing of the sort, generating as they will increased congestion and journey time for motorists. Bus gates seem more likely to cause public insurrection and the flight of business from cork city than an improved environment for all sectors in the City. The Mayfield to City route does all of these things. Buses are NOT the answer to all transport problems. As planned they offer nothing to the motorist to encourage them to use alternative transport. Where subsidising bus fares significantly to encourage people to leave their cars is the only realistic way to reduce congestion together with a congestion charge for 'the Island'.</p> <p>The prevention of parking in Colmcille Avenue will be impossible to enforce when residents have to use the shops and pharmacy. The destruction of trees required and the widening of roadways are a near Orwellian concept in what is supposed to be a sustainable and green initiative. Furthermore elderly disabled residents unable to park when necessary will not be able to walk, especially to pharmacies. This fact makes all of the corridors suggested and the Mayfield to City route both discriminatory and unethical. Please dismiss the whole idea and develop new initiatives with more imagination than merely by aping failed initiatives in other jurisdictions.</p> | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-449 | <p>These proposals are ill conceived. Whilst claiming to be sustainable the proposals are nothing of the sort, generating as they will increased congestion and journey time for motorists. Bus gates seem more likely to cause public insurrection and the flight of business from cork city than an improved environment for all sectors in the City. The Mayfield to City route does all of these things. Buses are NOT the answer to all transport problems. As planned they offer nothing to the motorist to encourage them to use alternative transport. Where subsidising bus fares significantly to encourage people to leave their cars is the only realistic way to reduce congestion together with a congestion charge for 'the Island'.</p> <p>The prevention of parking in Colmcille Avenue will be impossible to enforce when residents have to use the shops and pharmacy. The destruction of trees required and the widening of roadways are a near Orwellian concept in what is supposed to be a sustainable and green initiative. Furthermore elderly disabled residents unable to park when necessary will not be able to walk, especially to pharmacies. This fact makes all of the corridors suggested and the Mayfield to City route both discriminatory and unethical. Please dismiss the whole idea and develop new initiatives with more imagination than merely by aping failed initiatives in other jurisdictions.</p> | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-473 | I object to the no turn from Summerhill north to middle glanmire road. This is unnecessary, anyone living on middle glanmire road will need to go up ballyhooley road and around, this will cause additional traffic congestion on this route esp with the new proposed changes.  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-480 | I wish to object to the BusConnects Sustainable Transport Corridor - Mayfield to the City. I object to the proposed reduction in the size of the footpaths along Iona Park as this will impede walkers & runners who use this footpath. Why should cyclists be given greater priority along this route rather than walkers, runners & the residents of this area. This proposed development will cause greater traffic congestion along Iona Road up to Old Youghal Road- a route many people take coming from work in the evenings. It is already congested enough as is. I also object to the interference of private properties between Tinker's Cross and Kerry Road. And I object to the interference of private properties adjacent to Iona Road as this will reduce the overall amenable landscape of the residential area & houses. I think it should be left as it is.   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-480 | I wish to object to the BusConnects Sustainable Transport Corridor - Mayfield to the City. I object to the proposed reduction in the size of the footpaths along Iona Park as this will impede walkers & runners who use this footpath. Why should cyclists be given greater priority along this route rather than walkers, runners & the residents of this area. This proposed development will cause greater traffic congestion along Iona Road up to Old Youghal Road- a route many people take coming from work in the evenings. It is already congested enough as is. I also object to the interference of private properties between Tinker's Cross and Kerry Road. And I object to the interference of private properties adjacent to Iona Road as this will reduce the overall amenable landscape of the residential area & houses. I think it should be left as it is.   | Please see the NTA's response to Issue 7 in this report  |

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| NTA-C14-480 | <p>I wish to object to the BusConnects Sustainable Transport Corridor - Mayfield to the City. I object to the proposed reduction in the size of the footpaths along Iona Park as this will impede walkers &amp; runners who use this footpath. Why should cyclists be given greater priority along this route rather than walkers, runners &amp; the residents of this area. This proposed development will cause greater traffic congestion along Iona Road up to Old Youghal Road- a route many people take coming from work in the evenings. It is already congested enough as is. I also object to the interference of private properties between Tinker's Cross and Kerry Road. And I object to the interference of private properties adjacent to Iona Road as this will reduce the overall amenable landscape of the residential area &amp; houses. I think it should be left as it is.</p>   | Please see the NTA's response to Issue 22 in this report       |
| NTA-C14-494 | <p>Firstly, overall I think this is a fantastic proposal and as a resident on this route I really hope it progresses. The bus gates idea is excellent and I fully support it. It is clear that it will encourage the use of bus and bicycle, over car, into the city in peak hours massively - which would be a superb result!</p> <p>Some observations in relation to the Wellington Road area:</p> <p>Parking is a nightmare at the moment for residents (in particular the lower half). People from outside of the area use the road as a car park for going in town. The NTA must give serious consideration to making parking on the road - and other central residential roads - RESIDENTS ONLY. This would have huge benefits for the city in terms of reducing traffic and making the city cleaner.</p> <p>The St Lukes and Wellington Road area would also benefit from enhanced tree planting and lighting.</p> <p>Consideration should be given to electric car charging points on Wellington Road. Most residents do not have a drive that they can pull into. If electric vehicles are the future then consideration should be given to where residents would be able to charge their vehicles.</p>   | Please see the NTA's response to Issue 20 in this report       |
| NTA-C14-494 | <p>Firstly, overall I think this is a fantastic proposal and as a resident on this route I really hope it progresses. The bus gates idea is excellent and I fully support it. It is clear that it will encourage the use of bus and bicycle, over car, into the city in peak hours massively - which would be a superb result!</p> <p>Some observations in relation to the Wellington Road area:</p> <p>Parking is a nightmare at the moment for residents (in particular the lower half). People from outside of the area use the road as a car park for going in town. The NTA must give serious consideration to making parking on the road - and other central residential roads - RESIDENTS ONLY. This would have huge benefits for the city in terms of reducing traffic and making the city cleaner.</p> <p>The St Lukes and Wellington Road area would also benefit from enhanced tree planting and lighting.</p> <p>Consideration should be given to electric car charging points on Wellington Road. Most residents do not have a drive that they can pull into. If electric vehicles are the future then consideration should be given to where residents would be able to charge their vehicles.</p>   | Please see the NTA's response to Issue 19 in this report       |
| NTA-C14-495 | <p>Dear Sir or Madam,<br/>The following are my observations:</p> <ol style="list-style-type: none"> <li>1) There is a chronic problem with vehicle traffic every morning in the Cork North East part of the city and it is mostly caused by parents dropping their children off at one of the seven schools near St Patrick's Hill. The congestion caused by hundreds of parents 'stopping and dropping' in one area causes an extensive traffic congestion ripple. This problem does not exist during school holidays. Unfortunately, I do not see this plan offering a workable solution to this problem. What I do see, for example with the proposed bus gate at the junction of Ballyhooley Road with Glen Avenue, are situations that will see parents find new 'rat routes', which will cause other congestion problems.</li> <li>2) There are several thousand people who live on either the Middle Glanmire Road, or close to it. The merit of the proposed ban on turning right from Summerhill North onto the Middle Glanmire Road is questionable and should be revisited. The idea that people will travel to Dillions Cross and turn right onto the Old Youghal Road in order to drive to their homes is fanciful. I suspect people will either: take an illegal right turn; make a U-turn at the bottom of Gardiner's Hill; or use St Luke's Avenue.</li> <li>3) The removal of the proposed cycle path on Summerhill North is a mistake - the footpath is wide enough to cater to both cyclists</li> </ol> | Please see the NTA's response to Issue 7 and 18 in this report |

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|             | and pedestrians. The alternative route via York Hill and Wellington Road when viewed in 2 D seems like a good plan but the gradient for most cyclists is too steep.  |  |
| NTA-C14-495 | <p>Dear Sir or Madam,<br/>The following are my observations:</p> <p>1) There is a chronic problem with vehicle traffic every morning in the Cork North East part of the city and it is mostly caused by parents dropping their children off at one of the seven schools near St Patrick's Hill. The congestion caused by hundreds of parents 'stopping and dropping' in one area causes an extensive traffic congestion ripple. This problem does not exist during school holidays. Unfortunately, I do not see this plan offering a workable solution to this problem. What I do see, for example with the proposed bus gate at the junction of Ballyhooly Road with Glen Avenue, are situations that will see parents find new 'rat routes', which will cause other congestion problems.</p> <p>2) There are several thousand people who live on either the Middle Glanmire Road, or close to it. The merit of the proposed ban on turning right from Summerhill North onto the Middle Glanmire Road is questionable and should be revisited. The idea that people will travel to Dillions Cross and turn right onto the Old Youghal Road in order to drive to their homes is fanciful. I suspect people will either: take an illegal right turn; make a U-turn at the bottom of Gardiner's Hill; or use St Luke's Avenue.</p> <p>3) The removal of the proposed cycle path on Summerhill North is a mistake - the footpath is wide enough to cater to both cyclists and pedestrians. The alternative route via York Hill and Wellington Road when viewed in 2 D seems like a good plan but the gradient for most cyclists is too steep.</p> | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-496 | <p>I am a resident on this route and I believe that this is an excellent proposal. I fully and wholeheartedly support the bus gates concept - assuming they are managed and enforced - it will massively reduce the pollution coming into the city every morning... it is really a superb improvement!! I hope this proposal goes ahead!!</p> <p>To encourage people to use buses to come into the city you should consider making residential streets in the centre, like Wellington Road, resident parking only.</p> <p>I think the quite street treatment for Wellington Road and the Middle Glanmire road is also a super idea. And it has my full support. While part of Leycester's Lane is quite steep, I see people going up it on electric bikes every single day - which would only increase more with this plan.</p> <p>Hopefully this plan goes ahead!!</p>  | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-496 | <p>I am a resident on this route and I believe that this is an excellent proposal. I fully and wholeheartedly support the bus gates concept - assuming they are managed and enforced - it will massively reduce the pollution coming into the city every morning... it is really a superb improvement!! I hope this proposal goes ahead!!</p> <p>To encourage people to use buses to come into the city you should consider making residential streets in the centre, like Wellington Road, resident parking only.</p> <p>I think the quite street treatment for Wellington Road and the Middle Glanmire road is also a super idea. And it has my full support. While part of Leycester's Lane is quite steep, I see people going up it on electric bikes every single day - which would only increase more with this plan.</p> <p>Hopefully this plan goes ahead!!</p>  | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-499 | Wellington road is mainly residential. We have lived here for 20 years. Please ensure that there is adequate parking for residents. We do walk to work - 50 mins each way so are interested in doing our part, but equally want to be able to park outside our house. Would welcome school transport as much congestion is caused by kids being dropped off- as evidenced by lack of same during school holidays.  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-499 | Wellington road is mainly residential. We have lived here for 20 years. Please ensure that there is adequate parking for residents. We do walk to work - 50 mins each way so are interested in doing our part, but equally want to be able to park outside our house. Would  | Please see the NTA's response to Issue 19 in this report |

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|                    | welcome school transport as much congestion is caused by kids being dropped off- as evidenced by lack of same during school holidays.   |  |
| <b>NTA-C14-501</b> | <p>1 = THE LOSS OF OUR ON STREET PARKING WHICH IS VITAL TO OUR HOME HAVING GRANDCHILDREN STAYING 3 NIGHTS PER WEEK AND DROPPING TO AND FROM SCHOOL DUE TO PARENTS WORKING</p> <p>2 = LOSS OF 208 BUS SERVICING OUR AREA. BUS SERVICE WAS EVERY 15 MINUTES WILL NOW BE EVERY HOUR AND SHOULD THIS BUS CORRIDOR COMMENCE WE WILL HAVE AN INCREASED VOLUME OF TRAFFIC TO AN ALREADY EXTREMELY BUSY ROAD</p> <p>3 = WITH THE INTRODUCTION OF BICYCLE LANES WE HAVE VERY LITTLE AMENITIES IN OUR AREA IE CHEMIST WHICH IS VITAL PLUS 3 OTHER LOCAL BUSINESSES WHICH WILL BE HUGELY EFFECTED BY THESE LANES</p> <p>4 = Removal of existing speed ramps will HUGELY increase the speed of traffic on our Very Busy road</p> <p>5 = I am in favor of improvements but as a resident of 66yrs living in my home I totally find those proposals are of no benefit and will hinder our ever day life</p> | Please see the NTA's response to Issue 11 in this report |
| <b>NTA-C14-501</b> | <p>1 = THE LOSS OF OUR ON STREET PARKING WHICH IS VITAL TO OUR HOME HAVING GRANDCHILDREN STAYING 3 NIGHTS PER WEEK AND DROPPING TO AND FROM SCHOOL DUE TO PARENTS WORKING</p> <p>2 = LOSS OF 208 BUS SERVICING OUR AREA. BUS SERVICE WAS EVERY 15 MINUTES WILL NOW BE EVERY HOUR AND SHOULD THIS BUS CORRIDOR COMMENCE WE WILL HAVE AN INCREASED VOLUME OF TRAFFIC TO AN ALREADY EXTREMELY BUSY ROAD</p> <p>3 = WITH THE INTRODUCTION OF BICYCLE LANES WE HAVE VERY LITTLE AMENITIES IN OUR AREA IE CHEMIST WHICH IS VITAL PLUS 3 OTHER LOCAL BUSINESSES WHICH WILL BE HUGELY EFFECTED BY THESE LANES</p> <p>4 = Removal of existing speed ramps will HUGELY increase the speed of traffic on our Very Busy road</p> <p>5 = I am in favor of improvements but as a resident of 66yrs living in my home I totally find those proposals are of no benefit and will hinder our ever day life</p> | Please see the NTA's response to Issue 5 in this report  |
| <b>NTA-C14-501</b> | <p>1 = THE LOSS OF OUR ON STREET PARKING WHICH IS VITAL TO OUR HOME HAVING GRANDCHILDREN STAYING 3 NIGHTS PER WEEK AND DROPPING TO AND FROM SCHOOL DUE TO PARENTS WORKING</p> <p>2 = LOSS OF 208 BUS SERVICING OUR AREA. BUS SERVICE WAS EVERY 15 MINUTES WILL NOW BE EVERY HOUR AND SHOULD THIS BUS CORRIDOR COMMENCE WE WILL HAVE AN INCREASED VOLUME OF TRAFFIC TO AN ALREADY EXTREMELY BUSY ROAD</p> <p>3 = WITH THE INTRODUCTION OF BICYCLE LANES WE HAVE VERY LITTLE AMENITIES IN OUR AREA IE CHEMIST WHICH IS VITAL PLUS 3 OTHER LOCAL BUSINESSES WHICH WILL BE HUGELY EFFECTED BY THESE LANES</p> <p>4 = Removal of existing speed ramps will HUGELY increase the speed of traffic on our Very Busy road</p> <p>5 = I am in favor of improvements but as a resident of 66yrs living in my home I totally find those proposals are of no benefit and will hinder our ever day life</p> | Please see the NTA's response to Issue 9 in this report  |
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| <p>NTA-C14-502</p> | <p>1 instead of improving facilities in the mayfield area with the new proposals it will be the opposite for me<br/>                 2 I have [personal information redacted] and I need access to my car which is parked on the road<br/>                 3 removal of the existing speed ramps will increase the speed of existing traffic<br/>                 4 proposed toucan crossings need to be reconsidered as it will be directly at someone's driveway<br/>                 5 our bus service is every 15 minutes and will no be reduced to every hour with the removal of our bus shelter which directly impacts on elderly residents. elderly residents totally depend on the bus service for hospital appointments at CUH<br/>                 6 services will be impacted as residents will no longer be able to park at the butchers or chemist which are vital services in the area<br/>                 7 decrease in size of footpaths will directly impact children from special schools and especially children with disabilities in the area who access this area daily for walking<br/>                 8 I've lived in this area 70 years and there are no cyclists in this area with hills and volume of traffic<br/>                 9 I collect and drop my grandchildren to school as my children work full time. They need to be able to park out our home for dropping and collecting and on of my grandchildren has special needs<br/>                 10 use of cctv cameras will show the severe lack of cyclists in this area</p> | <p>Please see the NTA's response to Issue 12 in this report</p> |
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| NTA-C14-503 | As a resident living in an area which will be greatly affected by this proposed scheme I feel that the impact on those living in the area has not been taken into consideration at all and I strongly object to this proposal. It will result in dramatically increased traffic within a residential area. It will also result in the loss of a highly effective bus service, seeing the 208 replaced by the No. 21. The removal of trees and the narrowing of footpaths in an area with already limited walking amenities will negatively impact all those living in the area. Businesses and residents needs have not been considered at all.  | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-503 | As a resident living in an area which will be greatly affected by this proposed scheme I feel that the impact on those living in the area has not been taken into consideration at all and I strongly object to this proposal. It will result in dramatically increased traffic within a residential area. It will also result in the loss of a highly effective bus service, seeing the 208 replaced by the No. 21. The removal of trees and the narrowing of footpaths in an area with already limited walking amenities will negatively impact all those living in the area. Businesses and residents needs have not been considered at all.  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-503 | As a resident living in an area which will be greatly affected by this proposed scheme I feel that the impact on those living in the area has not been taken into consideration at all and I strongly object to this proposal. It will result in dramatically increased traffic within a residential area. It will also result in the loss of a highly effective bus service, seeing the 208 replaced by the No. 21. The removal of trees and the narrowing of footpaths in an area with already limited walking amenities will negatively impact all those living in the area. Businesses and residents needs have not been considered at all.  | Please see the NTA's response to Issue 5 in this report  |
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| NTA-C14-504 | <p>I have serious concerns about the proposed ST-Mayfield to City.</p> <ol style="list-style-type: none"> <li>1. The closure of the left turn slip road from the Middle Glanmire Road on to Summerhill North heading into the city will cause unnecessary traffic jams backing up on the Middle Glanmire Road. It will vastly increase traffic onto Wellington Road, which will then try to turn left down onto Patrick's Hill - which is already a bottleneck and extremely dangerous for local school children, pedestrians, cyclists there.</li> <li>2. The ending of the right onto the Middle Glanmire Road from Summerhill North heading, toward Montenotte, will seriously decrease local access, and will furthermore cause more traffic to flow up to Dillon's Cross before attempting to turn right there onto the Old Youghal Road - which is only barely passable already with room for vehicles in one direction at-a-time near Dillon's Cross.</li> <li>3. The reduction or removal of frequency of buses along Colmcille Avenue will vastly decrease local access to buses for local residents, thus increasing local vehicular traffic. For our own daughter (who has mobility needs) to ask her to now walk much further over to the Old Youghal Road to access regular buses is unfair and discriminatory. Bus frequency and ease of access along Colmcille Avenue should be increased and improved or this whole revision of "Bus Connects" will only achieve the opposite of its objectives. We urge you to not proceed with the changes outlined above and to avoid consequently increased local traffic on unsuitable roads, and to avoid reduced access to public transport, and increased dangers and inconveniences to us as local residents.</li> </ol> | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-504 | <p>I have serious concerns about the proposed ST-Mayfield to City.</p> <ol style="list-style-type: none"> <li>1. The closure of the left turn slip road from the Middle Glanmire Road on to Summerhill North heading into the city will cause unnecessary traffic jams backing up on the Middle Glanmire Road. It will vastly increase traffic onto Wellington Road, which will then try to turn left down onto Patrick's Hill - which is already a bottleneck and extremely dangerous for local school children, pedestrians, cyclists there.</li> <li>2. The ending of the right onto the Middle Glanmire Road from Summerhill North heading, toward Montenotte, will seriously decrease local access, and will furthermore cause more traffic to flow up to Dillon's Cross before attempting to turn right there onto the Old Youghal Road - which is only barely passable already with room for vehicles in one direction at-a-time near Dillon's Cross.</li> <li>3. The reduction or removal of frequency of buses along Colmcille Avenue will vastly decrease local access to buses for local residents, thus increasing local vehicular traffic. For our own daughter (who has mobility needs) to ask her to now walk much further over to the Old Youghal Road to access regular buses is unfair and discriminatory. Bus frequency and ease of access along Colmcille Avenue should be increased and improved or this whole revision of "Bus Connects" will only achieve the opposite of its objectives. We urge you to not proceed with the changes outlined above and to avoid consequently increased local traffic on unsuitable roads, and to avoid reduced access to public transport, and increased dangers and inconveniences to us as local residents.</li> </ol> | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-507 | <p>I appose the new bus routes, my mother has [personal information redacted], I need to park outside her house on a daily basis and if this goes ahead i will no longer be able</p> <ul style="list-style-type: none"> <li>-the 208 bus will no longer be accessible and we will no longer be able to use it if it doesn't stop outside bourkes pharmacy.</li> <li>- there needs to be parking outside bourkes pharmacy so people with limited mobility can access this vital resource</li> </ul>  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-507 | <p>I appose the new bus routes, my mother has [personal information redacted], I need to park outside her house on a daily basis and if this goes ahead i will no longer be able</p> <ul style="list-style-type: none"> <li>-the 208 bus will no longer be accessible and we will no longer be able to use it if it doesn't stop outside bourkes pharmacy.</li> <li>- there needs to be parking outside bourkes pharmacy so people with limited mobility can access this vital resource</li> </ul>  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-509 | <p>Hi, I am writing to share my opposition to the proposed plan for Colmcille Avenue. This is where I have grown up and my family home is here. The plan to remove parking and move the bus route will majorly impact my elderly parents. We do not have a drive so we have always been dependent with the on street parking that is right outside the door. My father suffers with a serious [personal information redacted] and needs access to parking.</p>  | Please see the NTA's response to Issue 11 in this report |

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|             | <p>Also removing bus stops from an area that is heavily home to retirees is genuinely astonishing. Making them instead leave the bus which is a good 20 minute walk for them from their home in an area that is prone to anti social behaviour is crazy.</p> <p>If this was discussed with anyone living in the area they would all inform you of this.</p> <p>There is no issue with making space for a cycle lane, that is not the issue but reducing bus options when this is the greener form of transport when compared to everyone using their own cars is not well thought out.</p> <p>Given the age demographic of the area their needs have to be considered and the impact to their lives will be extremely negative.</p> <p>Taking away people's ability to park and concurrently making the option of getting the bus extremely difficult and off putting will cause serious emotional and physical distress.</p>   |  |
| NTA-C14-521 | <p>The proposals are simply ridiculous. Cutting down trees and replacing with more un-used (&amp; unusable, when gradient and climate are accounted for) bike lanes is just criminal.</p> <p>How can anyone in power justify the cutting down of trees to be helpful towards a more environmentally friendly future??! Residents need to park cars, FOOTPATHS need to be accessible to wheelchair and buggies as well as residents. I've lived in this area for 30 years and the only people I see cycling up colmcile avenue are those walking while holding their bike as the hill is too steep. Add to that the incessantly bad Irish weather and maybe come to the logical decision that this proposal is nothing but another huge waste of taxpayers money.</p> <p>The granting of permission to cut down any of the beautiful trees in this community (or anywhere else) should absolutely NEVER be allowed.</p> <p>CONSIDER THE PEOPLE OF THIS COMMUNITY. WE LIVE HERE.</p>  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-509 | <p>Hi, I am writing to share my opposition to the proposed plan for Colmille Avenue. This is where I have grown up and my family home is here. The plan to remove parking and move the bus route will majorly impact my elderly parents. We do not have a drive so we have always been dependent with the on street parking that is right outside the door. My father suffers with a serious [personal information redacted] and needs access to parking.</p> <p>Also removing bus stops from an area that is heavily home to retirees is genuinely astonishing. Making them instead leave the bus which is a good 20 minute walk for them from their home in an area that is prone to anti social behaviour is crazy.</p> <p>If this was discussed with anyone living in the area they would all inform you of this.</p> <p>There is no issue with making space for a cycle lane, that is not the issue but reducing bus options when this is the greener form of transport when compared to everyone using their own cars is not well thought out.</p> <p>Given the age demographic of the area their needs have to be considered and the impact to their lives will be extremely negative.</p> <p>Taking away people's ability to park and concurrently making the option of getting the bus extremely difficult and off putting will cause serious emotional and physical distress.</p> | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-510 | <p>1 My parent-in-law live in the area and look after my [personal information redacted] son. They drop and collect him from school so need to be able to park outside their house. I also need to be able to park outside when dropping and collecting him.</p>  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-510 | <p>1 My parent-in-law live in the area and look after my [personal information redacted] son. They drop and collect him from school so need to be able to park outside their house. I also need to be able to park outside when dropping and collecting him.</p> <p>2 removal of the speed ramps is very shortsighted. This road is extremely busy and removal of the ramps will increase traffic speed as was the case before they were installed. It's highly dangerous for children living and playing in the area. A better use would be traffic calming measures not increasing the already high volume of traffic</p> <p>3 being in this area 5 times a week I can ensure you that there are no cyclists in the area. The road is extremely busy with the volume of traffic and also it's an extremely hilly area.</p> <p>4 change of bus route. Elderly residents including my in-laws use this service. The 208 runs every 15 minutes and it is proposed to change this to an hourly service with the removal of the bus shelter . A complete oversight from people who obviously don't live in the area or use public transport. The 208 services the CUH hospital do is invaluable for residents.</p>   | Please see the NTA's response to Issue 18 in this report |

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| <p><b>NTA-C14-510</b></p> | <p>1 My parent-in-law live in the area and look after my [personal information redacted] son. They drop and collect him from school so need to be able to park outside their house. I also need to be able to park outside when dropping and collecting him.</p> <p>2 removal of the speed ramps is very shortsighted. This road is extremely busy and removal of the ramps will increase traffic speed as was the case before they were installed. It's highly dangerous for children living and playing in the area. A better use would be traffic calming measures not increasing the already high volume of traffic</p> <p>3 being in this area 5 times a week I can ensure you that there are no cyclists in the area. The road is extremely busy with the volume of traffic and also it's an extremely hilly area.</p> <p>4 change of bus route. Elderly residents including my in-laws use this service. The 208 runs every 15 minutes and it is proposed to change this to an hourly service with the removal of the bus shelter . A complete oversight from people who obviously don't live in the area or use public transport. The 208 services the CUH hospital do is invaluable for residents.</p> <p>5 local businesses will suffer due to lack of onstreet parking. Mainly the chemist, hairdresser, butchers.</p> <p>6 reduction in the size of existing footpaths is hazardous to children and elderly residents. Children from local special schools use the route daily on their walks with special needs children.</p> | <p>Please see the NTA's response to Issue 9 in this report</p>  |
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|             | <p>change this to an hourly service with the removal of the bus shelter . A complete oversight from people who obviously don't live in the area or use public transport. The 208 services the CUH hospital do is invaluable for residents.</p> <p>5 local businesses will suffer due to lack of onstreet parking. Mainly the chemist, hairdresser, butchers.</p> <p>6 reduction in the size of existing footpaths is hazardous to children and elderly residents. Children from local special schools use the route daily on their walks with special needs children.</p>  |  |
| NTA-C14-509 | <p>Hi, I am writing to share my opposition to the proposed plan for Colmille Avenue. This is where I have grown up and my family home is here. The plan to remove parking and move the bus route will majorly impact my elderly parents. We do not have a drive so we have always been dependent with the on street parking that is right outside the door. My father suffers with a serious [personal information redacted] and needs access to parking.</p> <p>Also removing bus stops from an area that is heavily home to retirees is genuinely astonishing. Making them instead leave the bus which is a good 20 minute walk for them from their home in an area that is prone to anti social behaviour is crazy.</p> <p>If this was discussed with anyone living in the area they would all inform you of this.</p> <p>There is no issue with making space for a cycle lane, that is not the issue but reducing bus options when this is the greener form of transport when compared to everyone using their own cars is not well thought out.</p> <p>Given the age demographic of the area their needs have to be considered and the impact to their lives will be extremely negative. Taking away people's ability to park and concurrently making the option of getting the bus extremely difficult and off putting will cause serious emotional and physical distress.</p> | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-521 | <p>The proposals are simply ridiculous. Cutting down trees and replacing with more un-used (&amp; unusable, when gradient and climate are accounted for) bike lanes is just criminal.</p> <p>How can anyone in power justify the cutting down of trees to be helpful towards a more environmentally friendly future??! Residents need to park cars, FOOTPATHS need to be accessible to wheelchair and buggies as well as residents. I've lived in this area for 30 years and the only people I see cycling up colmcile avenue are those walking while holding their bike as the hill is too steep. Add to that the incessantly bad Irish weather and maybe come to the logical decision that this proposal is nothing but another huge waste of taxpayers money.</p> <p>The granting of permission to cut down any of the beautiful trees in this community (or anywhere else) should absolutely NEVER be allowed.</p> <p>CONSIDER THE PEOPLE OF THIS COMMUNITY. WE LIVE HERE.</p>   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-521 | <p>The proposals are simply ridiculous. Cutting down trees and replacing with more un-used (&amp; unusable, when gradient and climate are accounted for) bike lanes is just criminal.</p> <p>How can anyone in power justify the cutting down of trees to be helpful towards a more environmentally friendly future??! Residents need to park cars, FOOTPATHS need to be accessible to wheelchair and buggies as well as residents. I've lived in this area for 30 years and the only people I see cycling up colmcile avenue are those walking while holding their bike as the hill is too steep. Add to that the incessantly bad Irish weather and maybe come to the logical decision that this proposal is nothing but another huge waste of taxpayers money.</p> <p>The granting of permission to cut down any of the beautiful trees in this community (or anywhere else) should absolutely NEVER be allowed.</p> <p>CONSIDER THE PEOPLE OF THIS COMMUNITY. WE LIVE HERE.</p>   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-525 | <p>I object to the proposed ban on the right turn from Summerhill at St Luke's cross onto middle Glanmire road. I am a resident of a housing estate along middle Glanmire road and need to be able to turn right at St Luke's cross.</p>   | Please see the NTA's response to Issue 7 in this report  |



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| NTA-C14-545 | <p>As a resident, I strongly object to this route and am disturbed by the fact it was even put forth in the first place. My objection is based on the following grounds:</p> <ul style="list-style-type: none"> <li>- Residents will have the right to parking outside their own home removed. This would be particularly devastating from the point of view of elderly and disabled residents for whom public transport is unsuitable (e.g. wheelchair users who cannot rely on the one designated space on the bus to always be free, or an elderly person who may have fragile bones and will not be able to sustain the dramatic movements of the bus), not to mention a reckless inconvenience to all residents regardless of age or health.</li> <li>- The 208 bus service would be lost, replaced insufficiently by the no. 21 bus which only runs once every hour. Again, this would cause huge disruption and difficulty for residents. It would also do extensive damage to the rights of the other cohort of disabled people of all ages and elderly residents who DO need public transport due to driving not being a viable option (e.g. blind people, or paralysed people who cannot operate a vehicle, or elderly people whose eyesight or reaction time do not lend themselves to operating a vehicle). I have a disabled relative who is absolutely reliant on the 208 bus route and the Busconnects Sustainable Transport Corridor has made them fear for their Constitutional rights (namely the right to equality before the law, the right to personal liberty (which includes freedom of movement), and the right to earn a living). I would strongly argue that the removal of reasonable public transport routes impacts all of these rights, as those for whom driving is not an option would lose reasonable access to be able to travel to their jobs, move freely within the affected areas and would be singled out by this route in a way that their non-disabled counterparts will not.</li> <li>- The bus gates on Old Youghal Road will result in dramatically increased traffic volume on Colmcille Avenue which already has to deal with a relatively high traffic level compared to other roads in Mayfield due to its narrow build.</li> <li>- I fail to see how the Busconnects Sustainable Transport Corridor is at all sustainable, if it aims to remove the already low amount of greenery the residents of Mayfield are fighting to keep and reduces buses which currently come every 10-15 minutes to be only once per hour. Traffic would also increase which will have a direct impact on noise pollution for local residents.</li> </ul> <p>To summarise, I feel this proposal is fundamentally opposed to the rights of Irish citizens, and in addition would significantly decrease the quality of life for local residents. It is an insult to the dignity of those living in affected areas, and I would urge that the NTA listen to the people who will have to live with the dire effects of this decision before finalising it.</p> <p>I am more than happy to be contacted by email to discuss this further. I will not post my email publicly here, but it is linked with my NTA account and I would therefore assume those who need to access it can access it.</p> | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-545 | <p>As a resident, I strongly object to this route and am disturbed by the fact it was even put forth in the first place. My objection is based on the following grounds:</p> <ul style="list-style-type: none"> <li>- Residents will have the right to parking outside their own home removed. This would be particularly devastating from the point of view of elderly and disabled residents for whom public transport is unsuitable (e.g. wheelchair users who cannot rely on the one designated space on the bus to always be free, or an elderly person who may have fragile bones and will not be able to sustain the dramatic movements of the bus), not to mention a reckless inconvenience to all residents regardless of age or health.</li> <li>- The 208 bus service would be lost, replaced insufficiently by the no. 21 bus which only runs once every hour. Again, this would cause huge disruption and difficulty for residents. It would also do extensive damage to the rights of the other cohort of disabled people of all ages and elderly residents who DO need public transport due to driving not being a viable option (e.g. blind people, or paralysed people who cannot operate a vehicle, or elderly people whose eyesight or reaction time do not lend themselves to operating a vehicle). I have a disabled relative who is absolutely reliant on the 208 bus route and the Busconnects Sustainable Transport Corridor has made them fear for their Constitutional rights (namely the right to equality before the law, the right to personal liberty (which includes freedom of movement), and the right to earn a living). I would strongly argue that the removal of reasonable public transport routes impacts all of these rights, as those for whom driving is not an option would lose reasonable access to be able to travel to their jobs, move freely within the affected areas and would be singled out by this route in a way that their non-disabled counterparts will not.</li> <li>- The bus gates on Old Youghal Road will result in dramatically increased traffic volume on Colmcille Avenue which already has to</li> </ul>  | Please see the NTA's response to Issue 5 in this report  |



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|             | <p>deal with a relatively high traffic level compared to other roads in Mayfield due to its narrow build.</p> <ul style="list-style-type: none"> <li>- I fail to see how the Busconnects Sustainable Transport Corridor is at all sustainable, if it aims to remove the already low amount of greenery the residents of Mayfield are fighting to keep and reduces buses which currently come every 10-15 minutes to be only once per hour. Traffic would also increase which will have a direct impact on noise pollution for local residents.</li> </ul> <p>To summarise, I feel this proposal is fundamentally opposed to the rights of Irish citizens, and in addition would significantly decrease the quality of life for local residents. It is an insult to the dignity of those living in affected areas, and I would urge that the NTA listen to the people who will have to live with the dire effects of this decision before finalising it.</p> <p>I am more than happy to be contacted by email to discuss this further. I will not post my email publicly here, but it is linked with my NTA account and I would therefore assume those who need to access it can access it.</p>  |  |
| NTA-C14-545 | <p>As a resident, I strongly object to this route and am disturbed by the fact it was even put forth in the first place. My objection is based on the following grounds:</p> <ul style="list-style-type: none"> <li>- Residents will have the right to parking outside their own home removed. This would be particularly devastating from the point of view of elderly and disabled residents for whom public transport is unsuitable (e.g. wheelchair users who cannot rely on the one designated space on the bus to always be free, or an elderly person who may have fragile bones and will not be able to sustain the dramatic movements of the bus), not to mention a reckless inconvenience to all residents regardless of age or health.</li> <li>- The 208 bus service would be lost, replaced insufficiently by the no. 21 bus which only runs once every hour. Again, this would cause huge disruption and difficulty for residents. It would also do extensive damage to the rights of the other cohort of disabled people of all ages and elderly residents who DO need public transport due to driving not being a viable option (e.g. blind people, or paralysed people who cannot operate a vehicle, or elderly people whose eyesight or reaction time do not lend themselves to operating a vehicle). I have a disabled relative who is absolutely reliant on the 208 bus route and the Busconnects Sustainable Transport Corridor has made them fear for their Constitutional rights (namely the right to equality before the law, the right to personal liberty (which includes freedom of movement), and the right to earn a living). I would strongly argue that the removal of reasonable public transport routes impacts all of these rights, as those for whom driving is not an option would lose reasonable access to be able to travel to their jobs, move freely within the affected areas and would be singled out by this route in a way that their non-disabled counterparts will not.</li> <li>- The bus gates on Old Youghal Road will result in dramatically increased traffic volume on Colmcille Avenue which already has to deal with a relatively high traffic level compared to other roads in Mayfield due to its narrow build.</li> <li>- I fail to see how the Busconnects Sustainable Transport Corridor is at all sustainable, if it aims to remove the already low amount of greenery the residents of Mayfield are fighting to keep and reduces buses which currently come every 10-15 minutes to be only once per hour. Traffic would also increase which will have a direct impact on noise pollution for local residents.</li> </ul> <p>To summarise, I feel this proposal is fundamentally opposed to the rights of Irish citizens, and in addition would significantly decrease the quality of life for local residents. It is an insult to the dignity of those living in affected areas, and I would urge that the NTA listen to the people who will have to live with the dire effects of this decision before finalising it.</p> <p>I am more than happy to be contacted by email to discuss this further. I will not post my email publicly here, but it is linked with my NTA account and I would therefore assume those who need to access it can access it.</p> | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-545 | <p>As a resident, I strongly object to this route and am disturbed by the fact it was even put forth in the first place. My objection is based on the following grounds:</p> <ul style="list-style-type: none"> <li>- Residents will have the right to parking outside their own home removed. This would be particularly devastating from the point of view of elderly and disabled residents for whom public transport is unsuitable (e.g. wheelchair users who cannot rely on the one designated space on the bus to always be free, or an elderly person who may have fragile bones and will not be able to sustain the dramatic movements of the bus), not to mention a reckless inconvenience to all residents regardless of age or health.</li> <li>- The 208 bus service would be lost, replaced insufficiently by the no. 21 bus which only runs once every hour. Again, this would cause huge disruption and difficulty for residents. It would also do extensive damage to the rights of the other cohort of disabled people of</li> </ul>   | Please see the NTA's response to Issue 10 in this report |

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|                    | <p>all ages and elderly residents who DO need public transport due to driving not being a viable option (e.g. blind people, or paralysed people who cannot operate a vehicle, or elderly people whose eyesight or reaction time do not lend themselves to operating a vehicle). I have a disabled relative who is absolutely reliant on the 208 bus route and the Busconnctets Sustainable Transport Corridor has made them fear for their Constitutional rights (namely the right to equality before the law, the right to personal liberty (which includes freedom of movement), and the right to earn a living). I would strongly argue that the removal of reasonable public transport routes impacts all of these rights, as those for whom driving is not an option would lose reasonable access to be able to travel to their jobs, move freely within the affected areas and would be singled out by this route in a way that their non-disabled counterparts will not.</p> <ul style="list-style-type: none"> <li>- The bus gates on Old Youghal Road will result in dramatically increased traffic volume on Colmcille Avenue which already has to deal with a relatively high traffic level compared to other roads in Mayfield due to its narrow build.</li> <li>- I fail to see how the Busconnects Sustainable Transport Corridor is at all sustainable, if it aims to remove the already low amount of greenery the residents of Mayfield are fighting to keep and reduces buses which currently come every 10-15 minutes to be only once per hour. Traffic would also increase which will have a direct impact on noise pollution for local residents.</li> </ul> <p>To summarise, I feel this proposal is fundamentally opposed to the rights of Irish citizens, and in addition would significantly decrease the quality of life for local residents. It is an insult to the dignity of those living in affected areas, and I would urge that the NTA listen to the people who will have to live with the dire effects of this decision before finalising it.</p> <p>I am more than happy to be contacted by email to discuss this further. I will not post my email publicly here, but it is linked with my NTA account and I would therefore assume those who need to access it can access it.</p>  |  |
| <p>NTA-C14-545</p> | <p>As a resident, I strongly object to this route and am disturbed by the fact it was even put forth in the first place. My objection is based on the following grounds:</p> <ul style="list-style-type: none"> <li>- Residents will have the right to parking outside their own home removed. This would be particularly devastating from the point of view of elderly and disabled residents for whom public transport is unsuitable (e.g. wheelchair users who cannot rely on the one designated space on the bus to always be free, or an elderly person who may have fragile bones and will not be able to sustain the dramatic movements of the bus), not to mention a reckless inconvenience to all residents regardless of age or health.</li> <li>- The 208 bus service would be lost, replaced insufficiently by the no. 21 bus which only runs once every hour. Again, this would cause huge disruption and difficulty for residents. It would also do extensive damage to the rights of the other cohort of disabled people of all ages and elderly residents who DO need public transport due to driving not being a viable option (e.g. blind people, or paralysed people who cannot operate a vehicle, or elderly people whose eyesight or reaction time do not lend themselves to operating a vehicle). I have a disabled relative who is absolutely reliant on the 208 bus route and the Busconnctets Sustainable Transport Corridor has made them fear for their Constitutional rights (namely the right to equality before the law, the right to personal liberty (which includes freedom of movement), and the right to earn a living). I would strongly argue that the removal of reasonable public transport routes impacts all of these rights, as those for whom driving is not an option would lose reasonable access to be able to travel to their jobs, move freely within the affected areas and would be singled out by this route in a way that their non-disabled counterparts will not.</li> <li>- The bus gates on Old Youghal Road will result in dramatically increased traffic volume on Colmcille Avenue which already has to deal with a relatively high traffic level compared to other roads in Mayfield due to its narrow build.</li> <li>- I fail to see how the Busconnects Sustainable Transport Corridor is at all sustainable, if it aims to remove the already low amount of greenery the residents of Mayfield are fighting to keep and reduces buses which currently come every 10-15 minutes to be only once per hour. Traffic would also increase which will have a direct impact on noise pollution for local residents.</li> </ul> <p>To summarise, I feel this proposal is fundamentally opposed to the rights of Irish citizens, and in addition would significantly decrease the quality of life for local residents. It is an insult to the dignity of those living in affected areas, and I would urge that the NTA listen to the people who will have to live with the dire effects of this decision before finalising it.</p> | <p>Please see the NTA's response to Issue 1 in this report</p> |

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| <p>NTA-C14-545</p> | <p>As a resident, I strongly object to this route and am disturbed by the fact it was even put forth in the first place. My objection is based on the following grounds:</p> <ul style="list-style-type: none"> <li>- Residents will have the right to parking outside their own home removed. This would be particularly devastating from the point of view of elderly and disabled residents for whom public transport is unsuitable (e.g. wheelchair users who cannot rely on the one designated space on the bus to always be free, or an elderly person who may have fragile bones and will not be able to sustain the dramatic movements of the bus), not to mention a reckless inconvenience to all residents regardless of age or health.</li> <li>- The 208 bus service would be lost, replaced insufficiently by the no. 21 bus which only runs once every hour. Again, this would cause huge disruption and difficulty for residents. It would also do extensive damage to the rights of the other cohort of disabled people of all ages and elderly residents who DO need public transport due to driving not being a viable option (e.g. blind people, or paralysed people who cannot operate a vehicle, or elderly people whose eyesight or reaction time do not lend themselves to operating a vehicle). I have a disabled relative who is absolutely reliant on the 208 bus route and the Busconnects Sustainable Transport Corridor has made them fear for their Constitutional rights (namely the right to equality before the law, the right to personal liberty (which includes freedom of movement), and the right to earn a living). I would strongly argue that the removal of reasonable public transport routes impacts all of these rights, as those for whom driving is not an option would lose reasonable access to be able to travel to their jobs, move freely within the affected areas and would be singled out by this route in a way that their non-disabled counterparts will not.</li> <li>- The bus gates on Old Youghal Road will result in dramatically increased traffic volume on Colmcille Avenue which already has to deal with a relatively high traffic level compared to other roads in Mayfield due to its narrow build.</li> <li>- I fail to see how the Busconnects Sustainable Transport Corridor is at all sustainable, if it aims to remove the already low amount of greenery the residents of Mayfield are fighting to keep and reduces buses which currently come every 10-15 minutes to be only once per hour. Traffic would also increase which will have a direct impact on noise pollution for local residents.</li> </ul> <p>To summarise, I feel this proposal is fundamentally opposed to the rights of Irish citizens, and in addition would significantly decrease the quality of life for local residents. It is an insult to the dignity of those living in affected areas, and I would urge that the NTA listen to the people who will have to live with the dire effects of this decision before finalising it.</p> <p>I am more than happy to be contacted by email to discuss this further. I will not post my email publicly here, but it is linked with my NTA account and I would therefore assume those who need to access it can access it.</p> | <p>Please see the NTA's response to Issue 17 in this report</p> |
| <p>NTA-C14-546</p> | <p>I have serious concerns about the proposed changes Mayfield to City:</p> <ol style="list-style-type: none"> <li>1. Removing the left-turn slip road from the Middle Glanmire Road onto Summerhill North heading into the city will cause unnecessary traffic jams backing up on the Middle Glanmire Road. With no left-turn into town, traffic will be forced onto Wellington Road and left down onto Patrick's Hill. Not only is this junction already a bottleneck for traffic, but it is also extremely dangerous for the many school children, pedestrians, and cyclists there, my sister being one of those schoolchildren affected.</li> <li>2. Banning the right-turn onto the Middle Glanmire Road from Summerhill North, toward Montenotte, will seriously decrease local access to the many housing estates in that area. Furthermore, it will cause more traffic to build up towards Dillon's Cross. The traffic build-up will cause serious problems near Dillon's Cross, given that this junction is already barely passable, with room for vehicles in one direction at a time and many vehicles, cyclists, etc. attempting to access the Old Youghal Road.</li> <li>3. The dramatic reduction of frequency of buses along Colmcille Avenue will vastly decrease local access to buses for local residents, thus increasing local vehicular traffic. This is somewhat contradictory, given the objective of the proposed bus corridors and bus gates. Instead, bus frequency and ease of access along Colmcille Avenue should be increased and improved in order to encourage use of public transport. Even access to schools are affected, as a once-an-hour bus service in Mayfield and Montenotte is certainly not sufficient for the needs of the 6 schools in the Patrick's Hill/Wellington Road area, and requires more students to be dropped and</li> </ol>  | <p>Please see the NTA's response to Issue 7 in this report</p>  |

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|             | <p>collected by car, causing yet more vehicular traffic.</p> <p>I urge you to not proceed with the changes outlined above and to avoid consequently increased local traffic on unsuitable roads, as well as to avoid reduced access to public transport, and increased dangers and inconveniences to us as local residents.</p>  |  |
| NTA-C14-546 | <p>I have serious concerns about the proposed changes Mayfield to City:</p> <ol style="list-style-type: none"> <li>1. Removing the left-turn slip road from the Middle Glanmire Road onto Summerhill North heading into the city will cause unnecessary traffic jams backing up on the Middle Glanmire Road. With no left-turn into town, traffic will be forced onto Wellington Road and left down onto Patrick's Hill. Not only is this junction already a bottleneck for traffic, but it is also extremely dangerous for the many school children, pedestrians, and cyclists there, my sister being one of those schoolchildren affected.</li> <li>2. Banning the right-turn onto the Middle Glanmire Road from Summerhill North, toward Montenotte, will seriously decrease local access to the many housing estates in that area. Furthermore, it will cause more traffic to build up towards Dillon's Cross. The traffic build-up will cause serious problems near Dillon's Cross, given that this junction is already barely passable, with room for vehicles in one direction at a time and many vehicles, cyclists, etc. attempting to access the Old Youghal Road.</li> <li>3. The dramatic reduction of frequency of buses along Colmcille Avenue will vastly decrease local access to buses for local residents, thus increasing local vehicular traffic. This is somewhat contradictory, given the objective of the proposed bus corridors and bus gates. Instead, bus frequency and ease of access along Colmcille Avenue should be increased and improved in order to encourage use of public transport. Even access to schools are affected, as a once-an-hour bus service in Mayfield and Montenotte is certainly not sufficient for the needs of the 6 schools in the Patrick's Hill/Wellington Road area, and requires more students to be dropped and collected by car, causing yet more vehicular traffic.</li> </ol> <p>I urge you to not proceed with the changes outlined above and to avoid consequently increased local traffic on unsuitable roads, as well as to avoid reduced access to public transport, and increased dangers and inconveniences to us as local residents.</p>  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-554 | <p>We welcome the approach to developing the project and specifically write about Wellington Road. It is worth saying that residents welcome a restrained approach with the protection of heritage, landscape, property, amenity and safety being a priority. The attached submission contains an additional comment (first ten pages) and includes also the previously submitted comment which is still relevant (total attached is 22 pages including images). Thank you to all who have listened and understood submissions as residents want to be part of the improvement of their area and appreciate the hard work that goes into achieving any improvements in an existing environment of so much complexity.</p> <p>At Wellington Road some comment can be made on general issues. The Street is a residential area and a conservation area. Images of heritage are attached. Protection of existing heritage items and of heritage landscape and setting is important. Slowing traffic through the area is important.</p> <p>The needs of a through road require balancing with safety, amenity and longstanding use. Visitors to the street are welcome and should see its a residential area and cared for.</p> <p>Specifically at the Telephone Exchange opposite Belgrave Place the entrance to their car park seems highly spayed. It may be this spay could be reduced to reflect the side roads in the area where a reduced spay helps to maintain precedent and keep traffic slower and more respectful in line with slow speeds and the residential area. It may be the crossing point here could be moved to the west to support a crossing aligned with steps on the other side. Interpretation of modern design guidance is required to be specific to historic areas of established precedent.</p> <p>Heritage led restraint and design referencing precedent is vital for the character of the area. A shared surface street may be preferable but traffic calming could also work if strategically placed. We hope to be part of the development of the scheme and to be consulted. See Streetscapes of County Cork book. We are willing to meet. Please be restrained with intervention and care for Heritage. Please protect the interests of a residential area under much existing pressure. Comment here on design to heritage landscapes may be appropriate to all aspects of the overall scheme.</p> | Please see the NTA's response to Issue 20 in this report |

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| <p><b>NTA-C14-554</b></p> | <p>We welcome the approach to developing the project and specifically write about Wellington Road. It is worth saying that residents welcome a restrained approach with the protection of heritage, landscape, property, amenity and safety being a priority. The attached submission contains an additional comment (first ten pages) and includes also the previously submitted comment which is still relevant (total attached is 22 pages including images). Thank you to all who have listened and understood submissions as residents want to be part of the improvement of their area and appreciate the hard work that goes into achieving any improvements in an existing environment of so much complexity.</p> <p>At Wellington Road some comment can be made on general issues. The Street is a residential area and a conservation area. Images of heitage are attached. Protection of existing heritage items and of heritage landscape and setting is important. Slowing traffic through the area is important.</p> <p>The needs of a through road require balancing with safety, amenity and longstanding use. Visitors to the street are welcome and should see its a residential area and cared for.</p> <p>Specifically at the Telephone Exchange opposite Belgrave Place the entrance to their car park seems higly spayed. It may be this spay could be reduced to reflect the side roads in the area where a reduced spay helps to maintain precedent and keep traffic slower and more respectful in line with slow speeds and the residential area. It may be the crossing point here could be moved to the west to support a crossing aligned with steps on the other side. Interpretation of modern design guidance is required to be specific to historic areas of established precedent.</p> <p>Heritage led restraint and design referencing precedent is vital for the character of the area. A shared surface street may be preferable but traffic calming could also work if strategically placed. We hope to be part of the development of the scheme and to be consulted. See Streetscapes of County Cork book. We are willing to meet. Please be restrained with intervention and care for Heritage. Please protect the interests of a residential area under much existng pressure. Comment here on design to heriatge landscapes may be appropriate to all aspects of the overall scheme.</p> | <p>Please see the NTA's response to Issue 8 in this report</p>  |
| <p><b>NTA-C14-554</b></p> | <p>We welcome the approach to developing the project and specifically write about Wellington Road. It is worth saying that residents welcome a restrained approach with the protection of heritage, landscape, property, amenity and safety being a priority. The attached submission contains an additional comment (first ten pages) and includes also the previously submitted comment which is still relevant (total attached is 22 pages including images). Thank you to all who have listened and understood submissions as residents want to be part of the improvement of their area and appreciate the hard work that goes into achieving any improvements in an existing environment of so much complexity.</p> <p>At Wellington Road some comment can be made on general issues. The Street is a residential area and a conservation area. Images of heitage are attached. Protection of existing heritage items and of heritage landscape and setting is important. Slowing traffic through the area is important.</p> <p>The needs of a through road require balancing with safety, amenity and longstanding use. Visitors to the street are welcome and should see its a residential area and cared for.</p> <p>Specifically at the Telephone Exchange opposite Belgrave Place the entrance to their car park seems higly spayed. It may be this spay could be reduced to reflect the side roads in the area where a reduced spay helps to maintain precedent and keep traffic slower and more respectful in line with slow speeds and the residential area. It may be the crossing point here could be moved to the west to support a crossing aligned with steps on the other side. Interpretation of modern design guidance is required to be specific to historic areas of established precedent.</p> <p>Heritage led restraint and design referencing precedent is vital for the character of the area. A shared surface street may be preferable but traffic calming could also work if strategically placed. We hope to be part of the development of the scheme and to be consulted. See Streetscapes of County Cork book. We are willing to meet. Please be restrained with intervention and care for Heritage. Please protect the interests of a residential area under much existng pressure. Comment here on design to heriatge landscapes may be appropriate to all aspects of the overall scheme.</p> | <p>Please see the NTA's response to Issue 19 in this report</p> |

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| <p><b>NTA-C14-554</b></p> | <p>We welcome the approach to developing the project and specifically write about Wellington Road. It is worth saying that residents welcome a restrained approach with the protection of heritage, landscape, property, amenity and safety being a priority. The attached submission contains an additional comment (first ten pages) and includes also the previously submitted comment which is still relevant (total attached is 22 pages including images). Thank you to all who have listened and understood submissions as residents want to be part of the improvement of their area and appreciate the hard work that goes into achieving any improvements in an existing environment of so much complexity.</p> <p>At Wellington Road some comment can be made on general issues. The Street is a residential area and a conservation area. Images of heritage are attached. Protection of existing heritage items and of heritage landscape and setting is important. Slowing traffic through the area is important.</p> <p>The needs of a through road require balancing with safety, amenity and longstanding use. Visitors to the street are welcome and should see its a residential area and cared for.</p> <p>Specifically at the Telephone Exchange opposite Belgrave Place the entrance to their car park seems highly spayed. It may be this spay could be reduced to reflect the side roads in the area where a reduced spay helps to maintain precedent and keep traffic slower and more respectful in line with slow speeds and the residential area. It may be the crossing point here could be moved to the west to support a crossing aligned with steps on the other side. Interpretation of modern design guidance is required to be specific to historic areas of established precedent.</p> <p>Heritage led restraint and design referencing precedent is vital for the character of the area. A shared surface street may be preferable but traffic calming could also work if strategically placed. We hope to be part of the development of the scheme and to be consulted. See Streetscapes of County Cork book. We are willing to meet. Please be restrained with intervention and care for Heritage. Please protect the interests of a residential area under much existing pressure. Comment here on design to heritage landscapes may be appropriate to all aspects of the overall scheme.</p> | <p>Please see the NTA's response to Issue 15 in this report</p> |
| <p><b>NTA-C14-554</b></p> | <p>We welcome the approach to developing the project and specifically write about Wellington Road. It is worth saying that residents welcome a restrained approach with the protection of heritage, landscape, property, amenity and safety being a priority. The attached submission contains an additional comment (first ten pages) and includes also the previously submitted comment which is still relevant (total attached is 22 pages including images). Thank you to all who have listened and understood submissions as residents want to be part of the improvement of their area and appreciate the hard work that goes into achieving any improvements in an existing environment of so much complexity.</p> <p>At Wellington Road some comment can be made on general issues. The Street is a residential area and a conservation area. Images of heritage are attached. Protection of existing heritage items and of heritage landscape and setting is important. Slowing traffic through the area is important.</p> <p>The needs of a through road require balancing with safety, amenity and longstanding use. Visitors to the street are welcome and should see its a residential area and cared for.</p> <p>Specifically at the Telephone Exchange opposite Belgrave Place the entrance to their car park seems highly spayed. It may be this spay could be reduced to reflect the side roads in the area where a reduced spay helps to maintain precedent and keep traffic slower and more respectful in line with slow speeds and the residential area. It may be the crossing point here could be moved to the west to support a crossing aligned with steps on the other side. Interpretation of modern design guidance is required to be specific to historic areas of established precedent.</p> <p>Heritage led restraint and design referencing precedent is vital for the character of the area. A shared surface street may be preferable but traffic calming could also work if strategically placed. We hope to be part of the development of the scheme and to be consulted. See Streetscapes of County Cork book. We are willing to meet. Please be restrained with intervention and care for Heritage. Please protect the interests of a residential area under much existing pressure. Comment here on design to heritage landscapes may be appropriate to all aspects of the overall scheme.</p> | <p>Please see the NTA's response to Issue 17 in this report</p> |



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| NTA-C14-554_Attachment | <p>Attachment. Summary:<br/>Wellington Road Materials and classical language- A quiet approach that cares for the past is requested, including matching of the limestone or the use of white plain granite, tarmac for crossings and footpath peninsulas to keep landscape simple. Request for the right kerb stone or banding stone. Request to preserve dark paving and white kerbstone in Conservation Area.</p> <p>Wellington Road Simplicity- Request for a simple approach to traffic calming and crossings, with no stainless steel and historic elements such as cast iron to be preferred, see attached images. Preserving heritage.</p> <p>Wellington Road Care for Heritage- request for repointing and care of current stone walls, with goal to protect existing heritage items (refer to streetscapes of county cork).</p> <p>Previous submission stated the importance supporting the economy, identity, and well being on Wellington Road and facilitating growth both economically and socially whilst protecting historic areas</p> <p>Previous submission called for a Change in Approach to better facilitate heritage within the area of Wellington Road and protect the Georgian Street features, which shouldn't be impacted if there are going to be limited benefits to the area.</p> | Please see the NTA's response to Issue 8 in this report  |
| NTA-C14-554_Attachment | <p>Attachment. Summary:<br/>Request addition of trees on Wellington Road is considered with care due to current damage to high level footpath from trees, suggestion of strategic enhancement</p>  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-554_Attachment | <p>Attachment. Summary:<br/>Suggestion Residents Parking would be beneficial on Wellington Road. Any proposal would need to be discussed with residents</p>  | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-554_Attachment | <p>Attachment. Summary:<br/>Previous Submission Applying Considerate Guidance- ensuring that proposals do the best not to harm existing sustainable neighbourhoods, aim to prevent a breach of national law, serious issues to address</p>   | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-554_Attachment | <p>Attachment. Summary:<br/>Previous submission commented on the fact that the increase of traffic on Wellington Road goes against guidance and is unacceptable for a historical street. Comments made around speed of vehicles needing to be reduced, with home zones.</p>  | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-554_Attachment | <p>Attachment. Summary:<br/>Wellington Road must have parking for local residents, even just through permits. Inconsiderate move from residents</p>  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-554_Attachment | <p>Attachment. Summary:<br/>The submission to the previous consultation commented on the importance of understanding public need and avoiding conflict by introducing additional public consultation and interviewing all residents of Wellington Road that would be affected.</p> <p>Further comments were made stating concerns residents had various issues they wanted to raise, including relating to the community life sense of place and various of area sensitive details before considering changes to route. Ensuring that the proposed changes to the residential area represent the approach to all citizens.</p>   | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-554_Attachment | <p>Attachment. Summary:<br/>Submission to previous consultation commented on creating a viable brief: it flagged areas for improvement as well as the importance of ensuring no harm is done to the area, specifically established neighbourhoods, and bus travel times are improved. Some suggestions were made in the previous round of consultation</p>   | Please see the NTA's response to Issue 1 in this report  |



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| <p><b>NTA-C14-558</b></p> | <p>As a resident of the Summerhill North/St Lukes area I would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>I understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context I am fully supportive of the revised plan for Summerhill North. I would like to thank the NTA for engaging positively with our residents' association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the addition of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and reduction in footpath widths.</p> <p>I believe the current proposal will deliver the requisite efficiency in terms of bus service by way of a peak time bus gate and will not have a disproportionately detrimental impact on the residents of Summerhill North. Summerhill North is an Architectural Conservation Area as well as a vibrant and sustainable urban village. We have a diverse and multi-generational community, which we intend to protect and foster. As a resident of this active and closeknit community, I am happy to support proposals such as the current BusConnects plan that lead to greater community cohesion and sustainability.</p> <p>I note page 19 of the Draft Plan states that the proposed works in the area will include "Public Realm works including improved and enhanced street spaces and landscaping". I would strongly welcome this initiative to improve the public realm along Summerhill North.</p> <p>I look forward to working with the NTA in ensuring that the final design remains a positive development for our community and the city as a whole.</p> <p>Best Rgds,<br/>Eoin</p>   | <p>Please see the NTA's response to Issue 20 in this report</p> |
| <p><b>NTA-C14-565</b></p> | <p><b>Bus Connects Good Design in Historic Neighbourhoods, St Lukes &amp; Wellington Road</b></p> <p>The people of historic neighbourhoods should have their interests protected. The environment shouldnt be affected badly by the creation of high-volume transport routes through historic neighbourhoods which facilitate a model of suburban development that is undesirable. A no harm policy should exist for new development.</p> <p>Ireland expanded greatly in the 18th and early 19th Century. Our villages, towns and cities prospered in a time of Northern European Renaissance which led to many great works of architecture. Cork, a prosperous trading port, was heavily influenced by the design of cities in Northern Europe and the West Country in England leading to a unique form of architectural expression in the city which is now recognised as of national importance.</p> <p>The specific nature and identity of an historic city can have great benefit to that place economically and socially and is recognised as an asset that is unique and important to facilitating economic growth and the well-being of citizens. Maintaining special nature of the historic public realm while making enduring investment, is a challenge. Sensitive and balanced intervention can support regeneration, and economic investment. Protection of existing neighbourhoods is key to success.</p> <p>We have many conflicts to face in the planning and design of our cities where regeneration and reduction of environmental impact are high on our priorities. Creating efficient transport can conflict with the planning aspiration to reduce journeys and reduce commuting. By cutting through historic places where those people live that really have cared for and invested in our historic cities when most would not, we risk more damage and more dereliction.</p> <p>There is no doubt but that connecting people to national and international transport routes and places of civic importance is a recognised goal to achieve. However we should make changes carefully and by consensus. We must not seek to enforce harm to people through change but to make change that does not create harm. We can find ways to support all the people fairly through considerate design.</p> <p>How we approach the design of our historic streets should be as "streets" and not as "roads". Communities in the historic city need protection from speeding traffic of all kinds and should be allowed ownership of their own streets which is a basic right of all people in new or old residential areas in the city. Through flexibility and creative thinking we can create the kind of historic city that people will</p> | <p>Please see the NTA's response to Issue 8 in this report</p>  |

live and invest in. We can end dereliction by ending uncertainty for those who would live or invest in the historic core. A balance is needed in design that is enduring and robust but also maintains the special identity of the city.

We can attract the right designers to support sensitive change by placing more care on our design briefs in public procurement and we can also take part in more meaningful public consultation at the right time. By combining good consultation, creative design and flexibility of thinking we can protect the city and its people fairly, creating a better place for all. Creative solutions to difficult problems can be found easily when we wish to carry out change without harm which should be our most basic ambition. Change without harm should be our first thought when looking at design intervention in our communities.

We should not be led by funding pressure, fundamental ideas, extreme ambition or panic. If we seek to calmly create well thought, multi beneficial design decisions, we will achieve an economical approach with enduring benefit and due care for everyone. It is worth saying that in proposing change it can be seen as a threat, particularly if goals are not supported and ambitions are too far reaching when they need to be paced to be supported.

Good local democracy and the Aarhus Convention principles should protect the interests of local people who specifically may feel that Bus Connects is harming traditional communities to transport people from the suburbs to the city centre. It is argued this puts the needs of suburban communities to have access to the city centre, in a model that is not a sustainable ambition, ahead of them, even resorting to harming them in the process. The point is made that the ambition of Bus Connects supports a commuting-based city putting this unsustainable model ahead of those communities that are historic and currently sustainable due to their low dependence on the car and reuse of historic buildings and services. I must be remembered that changes in cities are usually organic and this allows for fair and reasonable adaptation. Ambitions such as Bus Connects can require a lot of consultation and adaptation to take on board this kind of paced change in a pre designed and fast moving proposal if it is to be effective without causing harm financially or causing anxiety and mental health issues. Great care is needed and great compassion to adapt proposals and not to force them or hold on to them unnecessarily.

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It may be possible to concentrate high speed access to the city centre on the R635 and the N20 which are ideal for commuting. It makes sense to do this if the city is growing and the space is available with minimal impact. The Ballyhooley Road isn't suitable for future commuting needs. To solve the issue we need change in approach.

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We can attract the right designers to support sensitive change by placing more care on our design briefs in public procurement and we can also take part in more meaningful public consultation at the right time. By combining good consultation, creative design and flexibility of thinking we can protect the city and its people fairly, creating a better place for all. Creative solutions to difficult problems can be found easily when we wish to carry out change without harm which should be our most basic ambition. Change without harm should be our first thought when looking at design intervention in our communities.

We should not be led by funding pressure, fundamental ideas, extreme ambition or panic. If we seek to calmly create well thought, multi beneficial design decisions, we will achieve an economical approach with enduring benefit and due care for everyone. It is worth saying that in proposing change it can be seen as a threat, particularly if goals are not supported and ambitions are too far reaching when they need to be paced to be supported.

Good local democracy and the Aarhus Convention principles should protect the interests of local people who specifically may feel that Bus Connects is harming traditional communities to transport people from the suburbs to the city centre. It is argued this puts the needs of suburban communities to have access to the city centre, in a model that is not a sustainable ambition, ahead of them, even resorting to harming them in the process. The point is made that the ambition of Bus Connects supports a commuting-based city putting this unsustainable model ahead of those communities that are historic and currently sustainable due to their low dependence on the car and reuse of historic buildings and services. I must be remembered that changes in cities are usually organic and this allows for fair and reasonable adaptation. Ambitions such as Bus Connects can require a lot of consultation and adaptation to take on board this kind of paced change in a pre designed and fast moving proposal if it is to be effective without causing harm financially or causing anxiety and mental health issues. Great care is needed and great compassion to adapt proposals and not to force them or hold on to them unnecessarily.

A highly contentious route in Cork proposed under Bus connects is Mayfield to City which passes through many historic neighbourhoods. The model proposed seems extreme in that the route serves the community it passes through but also hopes to serve additional greatly expanding suburban communities. It could be much more considerate of the people of the historic neighbourhoods. These places had thought they were, the destination for bus routes from out of town and not part of the route necessarily. Recent policy to create a city of neighbourhood centres has been greatly welcomed (15 minute cities). It was thought that neighbourhoods would be protected with reduced traffic speeds and access for residents supported and access for non-residents limited. A set of neighbourhood centres of shared surfaces and slowed traffic. It was unforeseen that such large areas of historic neighbourhood would be proposed to be transport routes with higher volumes of fast-moving vehicles proposed to run through them. In continental cities residential areas are highly protected with even play areas for children on the streets and shared surfaces to slow traffic and create safe environments.

The protection of neighbourhoods should be a primary concern within the proposals. The proposals seem like designs taken from new out of town road proposals and not considerate enough of the needs of the city neighbourhoods. Instead of thinking how to fit generic road sections into historic streets with minimal losses to the design diagrams of dual carriageways etc we should be asking how to get them in with minimal impact to residents, how can we reduce the impact of the routes in the different circumstances and are they necessary at all?

High speed links to the city do not need to be on all bus routes. Residential areas should be protected and not subjected to fast moving traffic if possible. Historic neighbourhoods want slow to 30km zones and shared surfaces where cycling and walking are safe for all without speed. Cycle lanes so close to the centre are not necessarily needed. Here we are in the destination, not commuting through it.

It may be possible to concentrate high speed access to the city centre on the R635 and the N20 which are ideal for commuting. It makes sense to do this if the city is growing and the space is available with minimal impact. The Ballyhooley Road isnt suitable for

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|                           | <p>future commuting needs. To solve the issue we need change in approach.</p> <p>Alterations to streets of the historic area around St Lukes proposed could be greatly reduced in the plans. Many current facilities proposed to be removed could be maintained for the communities. There are many missed opportunities in design terms. While arguments can be made for compensating people for the loss of parking on narrow streets with bus routes (give them parking in a nearby location), the designs that limit parking on Wellington Road could even less severe. The streets in the area support residents for generations who are the most sustainable of city residents. They need parking for their use far less than the suburban models that we continue to facilitate. The designs presented seem to greatly reduce parking on the street unnecessarily yet changes made are welcomed. The designs also employ guidance for sightlines and pavement shapes and forms that support speeding traffic and have been abandoned in many urban areas where slower traffic movement is preferred. The form and shape of footpaths seems inappropriate to the heritage location and Conservation Area status. Ideally a beautiful and tree lined residential street like Wellington Road would be a walking facility and cycle facility on shared surfaces with access for residents facilitated and not facilitated as a through route. It should be a green street facilitating the local neighbourhood that has houses and people who park on the street. Part of the brief should maintain a better environment and amenity for residents. There are few green areas or quiet places in the area.</p> <p>Wellington Road is a quiet residential place.</p> <p>Currently people can't speed on Wellington Road because of the multiple organic shared uses. We would like to strengthen this approach, as is guidance for residential areas and not to strengthen the place as a route which seems to facilitate fast moving car and bicycle traffic through a residential area. Reduced speed is better for residential areas not increased speed.</p> <p>We have attached a study of the specific nature of Cork and the public realm and the economic concerns around heritage protection and the protection of city centre neighbourhoods including comment on transport routes and the effect of good design principles. It is part of our submission. We have studied the effects of different approaches to design of the public realm and identity in historic locations and have made comment on the opportunities and specific nature of Historic Cork.</p> <p>Looking at the proposals its hard to see enough consideration for the historic place or historic communities. There are questions that people want answers to like will they be compensated financially due to the nature of the proposals? All communities in whatever location have ownership of their streets. Much of the issues faced in Bus Connects could be solved with a design approach that is influenced by heritage protection and with a Do No Harm policy for communities. We urge you to understand meaningfully, the concerns of people in historic communities about the effects of Bus Connects and not allow them to be sacrificed towards aims that can adapt to the needs of everyone through good design and care. Changes that have been proposed since round one consultation are welcomed and we hope the focus on the heritage of the area and adapting road principles to those of streets can continue.</p> |   |
| <p><b>NTA-C14-570</b></p> | <p>Hi, I object to this proposal. looks like we are loosing the Ashmount stops. these are vital stops for the community at large especially the elderly.</p>  | <p>Please see the NTA's response to Issue 4 in this report</p>  |
| <p><b>NTA-C14-588</b></p> | <p>Preferred route option shows no right turn from Summerhill North to Middle Glanmire Road. Therefore residents along the Middle Glanmire Road, coming up Summerhill have a few options, none of which are feasible:</p> <p>Option 1:<br/>                 Go to Dillon's cross, turn right onto Old Youghal Road, go past St. Joseph's church, turn right onto Murmont Lawn and then turn right or left at the end of Leycester's lane.</p> <p>Issues with this option:<br/>                 Old Youghal Road between Dillon's Cross and Murmont Lawn is not suitable for any additional traffic. This portion of Old Youghal Road is reduced to single lane (one car only) traffic due to on street parking. The cars and buses and have to pull in and out into small road openings at various road junctions. This portion of the road cannot take any more traffic without causing major chaos and slowing down the progress of the buses along this road, defeating the purpose of the busconnect.</p> <p>Turning from Leycester's Lane to Middle Glanmire Road is a blind junction. Any more traffic at this junction will create hazardous driving conditions and will lead to accidents.</p>  | <p>Please see the NTA's response to Issue 19 in this report</p> |

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|                               | <p>This is not a feasible option.</p> <p>Option 2:<br/>Turn right at Gardiner's hill, travel up Gardiner's hill and either join up with Old Youghal Road or join up with Murmont Lawn.</p> <p>Issues with this option:<br/>Right turn from Summerhill North to Gardiner's hill is very dangerous and will also block the traffic on Summerhill North. Gardiner's hill is mostly single lane and not suitable for through traffic. It is only suitable for local access. It is very difficult to navigate Gardiner's hill at St. Patrick's school during school start and end time. Gardiner's hill cannot take any more traffic. This option will still require the traffic to join Middle Glanmire Road at Leycester's Lane, same issue as Option 1.</p> <p>This is not a feasible option.</p> <p>Therefore the alternative routes due to no right turn at St. Lukes Cross for residents along Middle Glanmire Road are not feasible options. Hence we recommend keeping the existing right turn from Summerhill North to Middle Glanmire Road.</p>  |  |
| <b>NTA-C14-588_Attachment</b> | <p>Attachment. Summary:<br/>Welcome the changes to pedestrian infrastructure since the last consultation and the removal of a third lane along Summerhill North, as well as welcoming the change to remove the bus lane and keep parking in this location. Proposals of toucan and pedestrian crossings on Summerhill North are also welcomed, as well as noting the active engagement that has occurred</p>  | Please see the NTA's response to Issue 20 in this report |
| <b>NTA-C14-588_Attachment</b> | <p>Attachment. Summary:<br/>Request for proposed crossings on Summerhill North to include landscaped build-outs where possible as a traffic calming and speed reduction measure</p>   | Please see the NTA's response to Issue 15 in this report |
| <b>NTA-C14-588_Attachment</b> | <p>Attachment. Summary:<br/>Request for proposed crossings on Summerhill North to include landscaped build-outs where possible as a traffic calming and speed reduction measure</p> <p>Request for creating urban realm improvements along Summerhill North including bus stop enhancements and Parklet etc. at the west side of Summerhill North in order to continue to works currently underway at St Luke's Cross, further possibilities to include street trees, biodiversity planting, and enhanced pedestrian crossings</p>  | Please see the NTA's response to Issue 19 in this report |
| <b>NTA-C14-589</b>            | <p>I would like to object to some of the proposals regarding STC B Mayfield to city. As others have said it is important to think about making changes to how we travel and use public transport but this should not be of huge detrimental effect to people living and working in the corridor areas.</p> <p>The removal of parking around Colmcille Avenue and Iona area is not suitable when there are a number of businesses/medical clinics around there that are very busy and need customers to be able to access these quickly. There is an aging population in the area and changes to parking availability as well as the proposed 208 bus route changes are not fair to those already compromised whether it be due to health matters, use of wheelchair vehicles or living alone. They should feel that they can access the city centre and beyond as far as the CUH safely and easily on public transport as has always been the case in this area. It is a very hilly area and this also means that bus services need to be regular and kept as they have been.</p> <p>The proposed changes to the 208 route will also impact on students who rely on this service for UCC, CUH and MTU. As I said above there is presently an aging population but this will change in the future especially with the housing developments that have been built around Ennismore.</p> <p>I travel to the western side of the city for work and in the past year traffic problems are the worst I have ever seen. Rush hour delays are getting worse each month. The proposed introduction of various bus gates and the way they will cause drivers to re-route will only add to these issues. At present traffic flows quite well around the Mayfield/Ballyhooly road areas, even at rush hour, but the proposed changes including the removal of certain turns will not have a positive effect.</p> <p>I feel there has not been enough time for people to digest and understand these changes. In fact I only became aware of the proposed</p> | Please see the NTA's response to Issue 11 in this report |

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|             | changes to the 208 route in the last week. People have the right to be given more time to look into all the proposals and submit their views on how this will impact on their lives.   |  |
| NTA-C14-589 | <p>I would like to object to some of the proposals regarding STC B Mayfield to city. As others have said it is important to think about making changes to how we travel and use public transport but this should not be of huge detrimental effect to people living and working in the corridor areas.</p> <p>The removal of parking around Colmcille Avenue and Iona area is not suitable when there are a number of businesses/medical clinics around there that are very busy and need customers to be able to access these quickly. There is an aging population in the area and changes to parking availability as well as the proposed 208 bus route changes are not fair to those already compromised whether it be due to health matters, use of wheelchair vehicles or living alone. They should feel that they can access the city centre and beyond as far as the CUH safely and easily on public transport as has always been the case in this area. It is a very hilly area and this also means that bus services need to be regular and kept as they have been.</p> <p>The proposed changes to the 208 route will also impact on students who rely on this service for UCC, CUH and MTU. As I said above there is presently an aging population but this will change in the future especially with the housing developments that have been built around Ennismore.</p> <p>I travel to the western side of the city for work and in the past year traffic problems are the worst I have ever seen. Rush hour delays are getting worse each month. The proposed introduction of various bus gates and the way they will cause drivers to re-route will only add to these issues. At present traffic flows quite well around the Mayfield/Ballyhooly road areas, even at rush hour, but the proposed changes including the removal of certain turns will not have a positive effect.</p> <p>I feel there has not been enough time for people to digest and understand these changes. In fact I only became aware of the proposed changes to the 208 route in the last week. People have the right to be given more time to look into all the proposals and submit their views on how this will impact on their lives.</p> | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-589 | <p>I would like to object to some of the proposals regarding STC B Mayfield to city. As others have said it is important to think about making changes to how we travel and use public transport but this should not be of huge detrimental effect to people living and working in the corridor areas.</p> <p>The removal of parking around Colmcille Avenue and Iona area is not suitable when there are a number of businesses/medical clinics around there that are very busy and need customers to be able to access these quickly. There is an aging population in the area and changes to parking availability as well as the proposed 208 bus route changes are not fair to those already compromised whether it be due to health matters, use of wheelchair vehicles or living alone. They should feel that they can access the city centre and beyond as far as the CUH safely and easily on public transport as has always been the case in this area. It is a very hilly area and this also means that bus services need to be regular and kept as they have been.</p> <p>The proposed changes to the 208 route will also impact on students who rely on this service for UCC, CUH and MTU. As I said above there is presently an aging population but this will change in the future especially with the housing developments that have been built around Ennismore.</p> <p>I travel to the western side of the city for work and in the past year traffic problems are the worst I have ever seen. Rush hour delays are getting worse each month. The proposed introduction of various bus gates and the way they will cause drivers to re-route will only add to these issues. At present traffic flows quite well around the Mayfield/Ballyhooly road areas, even at rush hour, but the proposed changes including the removal of certain turns will not have a positive effect.</p> <p>I feel there has not been enough time for people to digest and understand these changes. In fact I only became aware of the proposed changes to the 208 route in the last week. People have the right to be given more time to look into all the proposals and submit their views on how this will impact on their lives.</p> | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-589 | <p>I would like to object to some of the proposals regarding STC B Mayfield to city. As others have said it is important to think about making changes to how we travel and use public transport but this should not be of huge detrimental effect to people living and</p>  | Please see the NTA's response to Issue 17 in this report |

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|             | <p>working in the corridor areas.</p> <p>The removal of parking around Colmcille Avenue and Iona area is not suitable when there are a number of businesses/medical clinics around there that are very busy and need customers to be able to access these quickly. There is an aging population in the area and changes to parking availability as well as the proposed 208 bus route changes are not fair to those already compromised whether it be due to health matters, use of wheelchair vehicles or living alone. They should feel that they can access the city centre and beyond as far as the CUH safely and easily on public transport as has always been the case in this area. It is a very hilly area and this also means that bus services need to be regular and kept as they have been.</p> <p>The proposed changes to the 208 route will also impact on students who rely on this service for UCC, CUH and MTU. As I said above there is presently an aging population but this will change in the future especially with the housing developments that have been built around Ennismore.</p> <p>I travel to the western side of the city for work and in the past year traffic problems are the worst I have ever seen. Rush hour delays are getting worse each month. The proposed introduction of various bus gates and the way they will cause drivers to re-route will only add to these issues. At present traffic flows quite well around the Mayfield/Ballyhooly road areas, even at rush hour, but the proposed changes including the removal of certain turns will not have a positive effect.</p> <p>I feel there has not been enough time for people to digest and understand these changes. In fact I only became aware of the proposed changes to the 208 route in the last week. People have the right to be given more time to look into all the proposals and submit their views on how this will impact on their lives.</p>   |   |
| NTA-C14-599 | <p>As a resident of Montenotte I am incredibly worried and concerned about the proposed STC-Mayfield to City.</p> <ol style="list-style-type: none"> <li>1. The bus service along Colmcille avenue is already insufficient for the needs of the area and the reduction or removal of frequency of these buses along Colmcille Avenue will vastly decrease local access to buses for local residents, thus increasing local traffic. My daughter has mobility needs and will always have to depend on public transport for even the most basic of journeys in life so the proposed reduction of this service will very negatively impact on her life. To suggest that she try to walk all the way over to the Old Youghal Road to access regular buses is unfair and discriminatory. Bus frequency and ease of access along Colmcille Avenue should be increased and improved and certainly not what is being suggested. This proposal appears that it will in fact achieve the opposite of what is needed in the area.</li> <li>2.If there will no longer be access onto the Middle Glanmire Road coming up from Summerhill North heading, towards Montenotte, it means that it will seriously decrease the ability for local residents to access their homes in this area. Again this will furthermore force more traffic up to Dillon's Cross before they can try to turn right there onto the Old Youghal Road. At the moment this is only barely passable already with room for vehicles in one direction at-a-time near Dillon's Cross so this will bring increased danger to the area.</li> <li>3. If the left turn slip road from the Middle Glanmire Road is closed on to Summerhill North heading into the city it will cause unnecessary traffic jams backing up on the Middle Glanmire Road. It will vastly increase traffic onto Wellington Road, and the knock on effect will mean that they will then try to turn left down onto Patrick's Hill. This is already a bottleneck and terribly dangerous for local school children, pedestrians, cyclists there.</li> <li>4. With regard to the proposed bus gates on the old Youghal road, those will restrict local residents' access and concentrate more traffic onto the unsuitable Colmcille avenue creating further pinch points and safety concerns for our residential area.</li> </ol> <p>I implore you not to proceed with the changes outlined above and to avoid consequently increased local traffic on unsuitable roads, and to avoid reduced access to public transport, and increased dangers and inconveniences to us as local residents.</p> | Please see the NTA's response to Issue 7 in this report |
| NTA-C14-599 | <p>As a resident of Montenotte I am incredibly worried and concerned about the proposed STC-Mayfield to City.</p> <ol style="list-style-type: none"> <li>1. The bus service along Colmcille avenue is already insufficient for the needs of the area and the reduction or removal of frequency of these buses along Colmcille Avenue will vastly decrease local access to buses for local residents, thus increasing local traffic. My daughter has mobility needs and will always have to depend on public transport for even the most basic of journeys in life so the proposed reduction of this service will very negatively impact on her life. To suggest that she try to walk all the way over to the Old Youghal Road to access regular buses is unfair and discriminatory. Bus frequency and ease of access along Colmcille Avenue should</li> </ol>   | Please see the NTA's response to Issue 5 in this report |

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|                    | <p>be increased and improved and certainly not what is being suggested. This proposal appears that it will in fact achieve the opposite of what is needed in the area.</p> <p>2.If there will no longer be access onto the Middle Glanmire Road coming up from Summerhill North heading, towards Montenotte, it means that it will seriously decrease the ability for local residents to access their homes in this area. Again this will furthermore force more traffic up to Dillon's Cross before they can try to turn right there onto the Old Youghal Road. At the moment this is only barely passable already with room for vehicles in one direction at-a-time near Dillon's Cross so this will bring increased danger to the area.</p> <p>3. If the left turn slip road from the Middle Glanmire Road is closed on to Summerhill North heading into the city it will cause unnecessary traffic jams backing up on the Middle Glanmire Road. It will vastly increase traffic onto Wellington Road, and the knock on effect will mean that they will then try to turn left down onto Patrick's Hill. This is already a bottleneck and terribly dangerous for local school children, pedestrians, cyclists there.</p> <p>4. With regard to the proposed bus gates on the old Youghal road, those will restrict local residents' access and concentrate more traffic onto the unsuitable Colmcille avenue creating further pinch points and safety concerns for our residential area.</p> <p>I implore you not to proceed with the changes outlined above and to avoid consequently increased local traffic on unsuitable roads, and to avoid reduced access to public transport, and increased dangers and inconveniences to us as local residents.</p>  |   |
| <p>NTA-C14-607</p> | <p>As residents of the Summerhill North/St Lukes area, we would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>We understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context we are fully supportive of the revised plan for Summerhill North. We would like to thank the NTA for engaging positively with our residents' association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the creation of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and reduction in footpath widths.</p> <p>We believe the current proposal will deliver the requisite efficiency in terms of bus service by way of a peak time bus gate and will not have a disproportionate negative impact on Summerhill North, an Architectural Conservation Area, as well as a vibrant and sustainable urban village. We have a diverse and multi-generational community, which we intend to protect and foster. As residents of this active and closeknit community, we are happy to support proposals such as the current BusConnects plan that lead to greater community cohesion and sustainability.</p> <p>We note that the revised proposal (Map 3, page 30) would include a proposed right turn ban from Summerhill North onto Middle Glanmire Road (towards Montenotte). We don't agree with this proposal as we don't think the volume of traffic turning right is excessive, and it does not negatively impact the flow of traffic (especially up the hill). On the contrary, blocking cars turning right onto Middle Glanmire Road and sending the traffic to Montenotte via Ballyhooly Road and Old Youghal Road will negatively impact the traffic in those areas without any major benefits, while considerably increasing the travel time for people living in the proximity of the Montenotte Hotel. We would welcome if this new measure could be reconsidered.</p> <p>We note page 19 of the Draft Plan states that the proposed works in the area will include "Public Realm works including improved and enhanced street spaces and landscaping". We would strongly welcome this initiative to improve the public realm along Summerhill North.</p> <p>We look forward to working with the NTA in ensuring that the final design remains a positive development for our community and the city as a whole.</p> <p>Yours sincerely,</p> <p>Ms Olivia Flynn and Mr Nicola Squillacciotti</p> | <p>Please see the NTA's response to Issue 20 in this report</p> |



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| <p>NTA-C14-607</p> | <p>As residents of the Summerhill North/St Lukes area, we would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>We understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context we are fully supportive of the revised plan for Summerhill North. We would like to thank the NTA for engaging positively with our residents' association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the creation of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and reduction in footpath widths.</p> <p>We believe the current proposal will deliver the requisite efficiency in terms of bus service by way of a peak time bus gate and will not have a disproportionate negative impact on Summerhill North, an Architectural Conservation Area, as well as a vibrant and sustainable urban village. We have a diverse and multi-generational community, which we intend to protect and foster. As residents of this active and closeknit community, we are happy to support proposals such as the current BusConnects plan that lead to greater community cohesion and sustainability.</p> <p>We note that the revised proposal (Map 3, page 30) would include a proposed right turn ban from Summerhill North onto Middle Glanmire Road (towards Montenotte). We don't agree with this proposal as we don't think the volume of traffic turning right is excessive, and it does not negatively impact the flow of traffic (especially up the hill). On the contrary, blocking cars turning right onto Middle Glanmire Road and sending the traffic to Montenotte via Ballyhooly Road and Old Youghal Road will negatively impact the traffic in those areas without any major benefits, while considerably increasing the travel time for people living in the proximity of the Montenotte Hotel. We would welcome if this new measure could be reconsidered.</p> <p>We note page 19 of the Draft Plan states that the proposed works in the area will include "Public Realm works including improved and enhanced street spaces and landscaping". We would strongly welcome this initiative to improve the public realm along Summerhill North.</p> <p>We look forward to working with the NTA in ensuring that the final design remains a positive development for our community and the city as a whole.</p> <p>Yours sincerely,</p> <p>Ms Olivia Flynn and Mr Nicola Squillacciotti</p> | <p>Please see the NTA's response to Issue 7 in this report</p> |
| <p>NTA-C14-610</p> | <p>While I agree with the plan to improve public transport across the city, I do not agree with the proposed right turn ban at St Luke's Cross.</p> <p>We live on the Middle Glanmire Road, near the Montenotte Hotel. Usually we travel up Summerhill North when coming from up from the city. If the right turn ban is implemented we will have to take a big detour up to Dillions Cross, along the Old Youghal Road to the church and then turn right down to Leycesters Lane, then come back down the Middle Glanmire Road to our estate. There are many very narrow parts to this detour and we would also be adding to the traffic on the bus route. In comparison, we are only a few hundred metres from our estate when we turn right at St Luke's Cross.</p> <p>I think everyone who lives along the Middle Glanmire Road will have the same problem with the proposed ban. I think there will be a huge problem if we all divert around through Dillions Cross and then access the road through the very restricted junction at Leycesters Lane. This is already unsuitable and unsafe and only one car can turn right at a time, because the road is only wide enough for one car to pass in each direction.</p> <p>I respectfully request that this aspect of the plan is reconsidered and that there is no right turn ban at St Luke's Cross.</p> <p>Julie Varma</p>  | <p>Please see the NTA's response to Issue 7 in this report</p> |



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| <p><b>NTA-C14-610</b></p> | <p>While I agree with the plan to improve public transport across the city, I do not agree with the proposed right turn ban at St Luke's Cross.</p> <p>We live on the Middle Glanmire Road, near the Montenotte Hotel. Usually we travel up Summerhill North when coming from up from the city. If the right turn ban is implemented we will have to take a big detour up to Dillions Cross, along the Old Youghal Road to the church and then turn right down to Leycesters Lane, then come back down the Middle Glanmire Road to our estate. There are many very narrow parts to this detour and we would also be adding to the traffic on the bus route. In comparison, we are only a few hundred metres from our estate when we turn right at St Luke's Cross.</p> <p>I think everyone who lives along the Middle Glanmire Road will have the same problem with the proposed ban. I think there will be a huge problem if we all divert around through Dillions Cross and then access the road through the very restricted junction at Leycesters Lane. This is already unsuitable and unsafe and only one car can turn right at a time, because the road is only wide enough for one car to pass in each direction.</p> <p>I respectfully request that this aspect of the plan is reconsidered and that there is no right turn ban at St Luke's Cross.</p> <p>Julie Varma</p>  | <p>Please see the NTA's response to Issue 20 in this report</p> |
| <p><b>NTA-C14-622</b></p> | <p>As a resident of the both the Mayfield and Montenotte areas for over 45 years I have to question the thinking and logic behind these proposals.</p> <p>The removal of the no 208 bus service from the area and replacement by the no 21 , once an hour service only going to UCC, is beggars belief . This bus service is vital to the area and with rising fuel costs, cost of purchasing cars, lack of parking in city centre , and also environmental concerns , along with a huge elderly population in this area, it is main source of transport in this area for many . How will these older people in the area,, travel around with the ease they have been so used to , when the bus service we have for years, the 208, being reduced in its route? How will they attend vital hospital appointments in the cities largest hospital , CUH, by getting two buses? Is this not counterproductive. Trips to the city centre, that so many elderly enjoy and are of massive social and psychological benefit , (after a period in our history where they were warned to stay away from busy areas for over two years), will now have to be a carefully planned and become well timed excursions, so to match up with the revised bus time table. This is infringing on their rights and freedom. With less frequent buses, will we have the privilege of a large fleet of buses to take the amount of people each hour , or will it be a case of first come first served?</p> <p>Colmcille Ave has beautiful trees along it since I was a small child, if not longer. These trees add such beauty to the area. Are these to be removed and the lovely footpaths, where people regularly stop and chat to their neighbours on be, reduced in size? How is this good for the community both environmentally and socially?</p> <p>The removal of the right turn onto Middle Glanmire road is a ludicrous idea. Is it to facilitate cyclists? Who are these elusive cyclists?How many each day use this road on a bicycle? Has anyone from this consultation process actually sat on a bicycle and tried cycling this road in the morning ?</p> <p>I travel by car to work in Curraheen four days a week. I travel by Car, as the bus will not get me there in time, and if I were to try to get there on time, I would be adding at least two hours to my work day, each day. I work shifts of 12 and a half hours , I will not add another two hours to my working day, and still not be guaranteed to get to work on time. Also the safety of walking to and from my nearest bus-stop either very early in the morning (before 630am ) or after 9 pm at night does not entice me , nor never will</p> <p>Last April saw the two way traffic commencement on Brain Boru Street, A move which has been fantastic in cutting both time and mileage off my commute home from work after a night shift. I no longer need to drive an extra few miles along Lower Glanmire Road and up Lovers Walk. I am driving against the traffic and home in minutes. The right turn at St Lukes is the lifeline for all the residents of Middle Glanmire Road along with Mayfield and Glanmire residents. With these proposals of this being closed off to me, I face adding, god knows how long time wise, each morning to travel an extra distance. I don't know if any of these planners have ever worked a night shift but the longer I am stuck in traffic , stationary, each morning after work I feel I will be increasing my risk of being involved in an accident due to tiredness</p> | <p>Please see the NTA's response to Issue 5 in this report</p>  |

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|                    | <p>While I understand changes are needed in how we use transport and how we commute etc I really feel all these proposals are ludicrous. They will not service the people of this community, the people who have worked hard and continue to work hard providing the tax money that will pay for all these changes, and pay the wages of all involved in the consultation process.</p>   |   |
| <p>NTA-C14-622</p> | <p>As a resident of the both the Mayfield and Montenotte areas for over 45 years I have to question the thinking and logic behind these proposals.</p> <p>The removal of the no 208 bus service from the area and replacement by the no 21 , once an hour service only going to UCC, is beggars belief . This bus service is vital to the area and with rising fuel costs, cost of purchasing cars, lack of parking in city centre , and also environmental concerns , along with a huge elderly population in this area, it is main source of transport in this area for many . How will these older people in the area,, travel around with the ease they have been so used to , when the bus service we have for years, the 208, being reduced in its route? How will they attend vital hospital appointments in the cities largest hospital , CUH, by getting two buses? Is this not counterproductive. Trips to the city centre, that so many elderly enjoy and are of massive social and psychological benefit , (after a period in our history where they were warned to stay away from busy areas for over two years), will now have to be a carefully planned and become well timed excursions, so to match up with the revised bus time table. This is infringing on their rights and freedom. With less frequent buses, will we have the privilege of a large fleet of buses to take the amount of people each hour , or will it be a case of first come first served?</p> <p>Colmcille Ave has beautiful trees along it since I was a small child, if not longer. These trees add such beauty to the area. Are these to be removed and the lovely footpaths, where people regularly stop and chat to their neighbours on be, reduced in size? How is this good for the community both environmentally and socially?</p> <p>The removal of the right turn onto Middle Glanmire road is a ludicrous idea. Is it to facilitate cyclists? Who are these elusive cyclists?How many each day use this road on a bicycle? Has anyone from this consultation process actually sat on a bicycle and tried cycling this road in the morning ?</p> <p>I travel by car to work in Curraheen four days a week. I travel by Car, as the bus will not get me there in time, and if I were to try to get there on time, I would be adding at least two hours to my work day, each day. I work shifts of 12 and a half hours , I will not add another two hours to my working day, and still not be guaranteed to get to work on time. Also the safety of walking to and from my nearest bus-stop either very early in the morning (before 630am ) or after 9 pm at night does not entice me , nor never will</p> <p>Last April saw the two way traffic commencement on Brain Boru Street, A move which has been fantastic in cutting both time and mileage off my commute home from work after a night shift. I no longer need to drive an extra few miles along Lower Glanmire Road and up Lovers Walk. I am driving against the traffic and home in minutes. The right turn at St Lukes is the lifeline for all the residents of Middle Glanmire Road along with Mayfield and Glanmire residents. With these proposals of this being closed off to me, I face adding, god knows how long time wise, each morning to travel an extra distance. I don't know if any of these planners have ever worked a night shift but the longer I am stuck in traffic , stationary, each morning after work I feel I will be increasing my risk of being involved in an accident due to tiredness</p> <p>While I understand changes are needed in how we use transport and how we commute etc I really feel all these proposals are ludicrous. They will not service the people of this community, the people who have worked hard and continue to work hard providing the tax money that will pay for all these changes, and pay the wages of all involved in the consultation process.</p> | <p>Please see the NTA's response to Issue 14 in this report</p> |
| <p>NTA-C14-622</p> | <p>As a resident of the both the Mayfield and Montenotte areas for over 45 years I have to question the thinking and logic behind these proposals.</p> <p>The removal of the no 208 bus service from the area and replacement by the no 21 , once an hour service only going to UCC, is beggars belief . This bus service is vital to the area and with rising fuel costs, cost of purchasing cars, lack of parking in city centre , and also environmental concerns , along with a huge elderly population in this area, it is main source of transport in this area for many . How will these older people in the area,, travel around with the ease they have been so used to , when the bus service we have for years, the 208, being reduced in its route? How will they attend vital hospital appointments in the cities largest hospital , CUH, by getting two buses? Is this not counterproductive. Trips to the city centre, that so many elderly enjoy and are of massive social and</p>   | <p>Please see the NTA's response to Issue 7 in this report</p>  |

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| <p><b>NTA-C14-622</b></p> | <p>As a resident of the both the Mayfield and Montenotte areas for over 45 years I have to question the thinking and logic behind these proposals.</p> <p>The removal of the no 208 bus service from the area and replacement by the no 21 , once an hour service only going to UCC, is beggars belief . This bus service is vital to the area and with rising fuel costs, cost of purchasing cars, lack of parking in city centre , and also environmental concerns , along with a huge elderly population in this area, it is main source of transport in this area for many .</p> <p>How will these older people in the area,, travel around with the ease they have been so used to , when the bus service we have for years, the 208, being reduced in its route? How will they attend vital hospital appointments in the cities largest hospital , CUH, by getting two buses? Is this not counterproductive. Trips to the city centre, that so many elderly enjoy and are of massive social and psychological benefit , (after a period in our history where they were warned to stay away from busy areas for over two years), will now have to be a carefully planned and become well timed excursions, so to match up with the revised bus time table. This is infringing on their rights and freedom. With less frequent buses, will we have the privilege of a large fleet of buses to take the amount of people each hour , or will it be a case of first come first served?</p> <p>Colmcille Ave has beautiful trees along it since I was a small child, if not longer. These trees add such beauty to the area. Are these to be removed and the lovely footpaths, where people regularly stop and chat to their neighbours on be, reduced in size? How is this good for the community both environmentally and socially?</p> <p>The removal of the right turn onto Middle Glanmire road is a ludicrous idea. Is it to facilitate cyclists? Who are these elusive cyclists?How many each day use this road on a bicycle? Has anyone from this consultation process actually sat on a bicycle and tried cycling this road in the morning ?</p> <p>I travel by car to work in Curraheen four days a week. I travel by Car, as the bus will not get me there in time, and if I were to try to get</p>  | <p>Please see the NTA's response to Issue 18 in this report</p> |

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| <p>NTA-C14-704</p> | <p style="text-align: center;">Dear Sir/Madam,</p> <p style="text-align: center;">Submission to the Public Consultation on the BusConnects Cork Sustainable Transport Corridors / B. Mayfield &gt; City Preferred Route Option</p> <p>As a resident of the Summerhill North/St Lukes area I would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>I understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context I am fully supportive of the revised plan for Summerhill North. I would like to thank the NTA for engaging positive with our residents' association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the addition of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and reduction in footpath widths.</p> <p>I believe the current proposal will deliver the requisite efficiency in terms of bus service by way of a peak time bus gate and will not have a disproportionately detrimental impact on the residents of Summerhill North. Summerhill North is an Architectural Conservation Area as well as a vibrant and sustainable urban village. We have a diverse and multi-generational community, which we intend to protect and foster. As a resident of this active and closeknit community, I am happy to support proposals such as the current BusConnects plan that lead to greater community cohesion and sustainability.</p> <p>I note page 19 of the Draft Plan states that the proposed works in the area will include "Public Realm works including improved and enhanced street spaces and landscaping". I would strongly welcome this initiative to improve the public realm along Summerhill North.</p> <p>I look forward to working with the NTA in ensuring that the final design remains a positive development for our community and the city as a whole.</p> <p style="text-align: right;">Yours faithfully,<br/>                 Tom Maher<br/>                 May 2023</p> | <p>Please see the NTA's response to Issue 20 in this report</p> |
| <p>NTA-C14-707</p> | <p style="text-align: center;">Dear Sir/Madam,</p> <p style="text-align: center;">Submission to the Public Consultation on the BusConnects Cork Sustainable Transport Corridors / B. Mayfield &gt; City Preferred Route Option</p> <p>As a Business in Summerhill North/St Lukes area I would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>I understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context I am fully supportive of the revised plan for Summerhill North. I would like to thank the NTA for engaging positive with our residents' association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the addition of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and</p>   | <p>Please see the NTA's response to Issue 20 in this report</p> |

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| <p>NTA-C14-645</p> | <p>I am an elderly resident of Iona Park. I have lived there since [personal information redacted]. I believe that the proposed changes are too drastic with respect to Iona Park/Colmcille avenue. I would like to make the following objections:</p> <p>For almost all of my time as a resident of Iona Park, the 208 bus (formerly no. 8) has had a regular service (at least every 15 minutes) and stopped a short walk from my house, travelling down the road. There was a time when it travelled up the road also, which was a convenience that we learned to live without. However, completely removing this service now in favour of another service which only runs once per one per hour, is a dramatic change that will affect my ability to use public transport at exactly the time in my life when I am most in need of it. As I have family and friends living across the road removal of the speed bumps will make crossing the road once again hazardous. Removal of all on-street parking will mean that visits from family and friends will be come much more difficult and I expect therefore, more infrequent. It is understandable that a road such as Colmcille Avenue would be used to divert traffic from Old Youghal Road down onto the Jack Lynch tunnel. However, there are no cycle lanes on the North Ring road, so what is the start and end destination for cyclists using this road? It does not seem to make sense. All in all my opinion is that the proposed changes are too drastic. It looks like, for all the world, that a community road is being requisitioned for a larger purpose and turning it into a highway, without due consideration to the quality-of-life of the residents living along the road. These proposed changes will severely affect my quality of life, impact on me leaving my home for day to day errands and social activity, and hugely importantly, reduce the frequency of visits from my children, grandchildren, nephews, nieces and friends. After the isolation of covid I am fearful of what the reduced parking will bring.</p> <p>On another note, I think that removing the right turn up Middle Glanmire Road will funnel an excess of traffic through Dillons Cross and up into Mayfield, which will only cause bigger issues. A right turn at St Lukes is likely to always be the lesser of the two evils.</p> | <p>Please see the NTA's response to Issue 5 in this report</p>  |
| <p>NTA-C14-645</p> | <p>I am an elderly resident of Iona Park. I have lived there since [personal information redacted]. I believe that the proposed changes are too drastic with respect to Iona Park/Colmcille avenue. I would like to make the following objections:</p> <p>For almost all of my time as a resident of Iona Park, the 208 bus (formerly no. 8) has had a regular service (at least every 15 minutes) and stopped a short walk from my house, travelling down the road. There was a time when it travelled up the road also, which was a convenience that we learned to live without. However, completely removing this service now in favour of another service which only runs once per one per hour, is a dramatic change that will affect my ability to use public transport at exactly the time in my life when I am most in need of it. As I have family and friends living across the road removal of the speed bumps will make crossing the road once again hazardous. Removal of all on-street parking will mean that visits from family and friends will be come much more difficult and I expect therefore, more infrequent. It is understandable that a road such as Colmcille Avenue would be used to divert traffic from Old Youghal Road down onto the Jack Lynch tunnel. However, there are no cycle lanes on the North Ring road, so what is the start and end destination for cyclists using this road? It does not seem to make sense. All in all my opinion is that the proposed changes are too drastic. It looks like, for all the world, that a community road is being requisitioned for a larger purpose and turning it</p>  | <p>Please see the NTA's response to Issue 18 in this report</p> |



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|             | <p>into a highway, without due consideration to the quality-of-life of the residents living along the road. These proposed changes will severely affect my quality of life, impact on me leaving my home for day to day errands and social activity, and hugely importantly, reduce the frequency of visits from my children, grandchildren, nephews, nieces and friends. After the isolation of covid I am fearful of what the reduced parking will bring.</p> <p>On another note, I think that removing the right turn up Middle Glanmire Road will funnel an excess of traffic through Dillons Cross and up into Mayfield, which will only cause bigger issues. A right turn at St Lukes is likely to always be the lesser of the two evils.</p>  |  |
| NTA-C14-645 | <p>I am an elderly resident of Iona Park. I have lived there since [personal information redacted]. I believe that the proposed changes are too drastic with respect to Iona Park/Colmcille avenue. I would like to make the following objections:</p> <p>For almost all of my time as a resident of Iona Park, the 208 bus (formerly no. 8) has had a regular service (at least every 15 minutes) and stopped a short walk from my house, travelling down the road. There was a time when it travelled up the road also, which was a convenience that we learned to live without. However, completely removing this service now in favour of another service which only runs once per one per hour, is a dramatic change that will affect my ability to use public transport at exactly the time in my life when I am most in need of it. As I have family and friends living across the road removal of the speed bumps will make crossing the road once again hazardous. Removal of all on-street parking will mean that visits from family and friends will be come much more difficult and I expect therefore, more infrequent. It is understandable that a road such as Colmcille Avenue would be used to divert traffic from Old Youghal Road down onto the Jack Lynch tunnel. However, there are no cycle lanes on the North Ring road, so what is the start and end destination for cyclists using this road? It does not seem to make sense. All in all my opinion is that the proposed changes are too drastic. It looks like, for all the world, that a community road is being requisitioned for a larger purpose and turning it into a highway, without due consideration to the quality-of-life of the residents living along the road. These proposed changes will severely affect my quality of life, impact on me leaving my home for day to day errands and social activity, and hugely importantly, reduce the frequency of visits from my children, grandchildren, nephews, nieces and friends. After the isolation of covid I am fearful of what the reduced parking will bring.</p> <p>On another note, I think that removing the right turn up Middle Glanmire Road will funnel an excess of traffic through Dillons Cross and up into Mayfield, which will only cause bigger issues. A right turn at St Lukes is likely to always be the lesser of the two evils.</p> | Please see the NTA's response to Issue 11 in this report |
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| NTA-C14-653 | <p>Dear Sir / Madam,<br/>I think this is a fantastic idea.</p> <p>As a daughter of elderly residents I very much welcome the idea of less traffic, pollution and noise disturbance to Wellington roads residents.</p> <p>i truly hope this proposal goes ahead for the benefit of all.</p>   | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-654 | <p>I wish to to express my concern over the proposed mayfield to city changes that comes with Bus connect<br/>Taking away on street parking for resident along colmcille avenue and the lack of access for delivery trucks<br/>The proposed removal of trees along colmcille Avenue from Iona road to Kerry road<br/>The reduction of footpath width in the above areas when we have a high volume of people using these paths<br/>introduction of 2 cycles lanes the lenght of colmcille avenue<br/>changes to the current bus service 208 and using colmcille Avenue more as a commuter route<br/>All of these changes will have a negative effect on a well established residential area . Residents will be subjected to heavy traffic noise pollution's and increase in possibility of accidents . It will have a huge effects of business in the area who employ local people.</p>   | Please see the NTA's response to Issue 11 in this report |
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| NTA-C14-654 | <p>I wish to to express my concern over the proposed mayfield to city changes that comes with Bus connect</p> <p>Taking away on street parking for resident along colmcille avenue and the lack of access for delivery trucks</p> <p>The proposed removal of trees along colmcille Avenue from Iona road to Kerry road</p> <p>The reduction of footpath width in the above areas when we have a high volume of people using these paths</p> <p>introduction of 2 cycles lanes the length of colmcille avenue</p> <p>changes to the current bus service 208 and using colmcille Avenue more as a commuter route</p> <p>All of these changes will have a negative effect on a well established residential area . Residents will be subjected to heavy traffic noise pollution's and increase in possibility of accidents . It will have a huge effects of business in the area who employ local people.</p> | Please see the NTA's response to Issue 18 in this report |
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| NTA-C14-660_Attachment | Attachment. Summary:<br>Support for the pedestrian crossing and traffic calming measures suggested for Wellington Road and quiet street proposals  | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-660_Attachment | Attachment. Summary:<br>Concern in regards to parking on Wellington Road due to access for elderly residents.  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-660_Attachment | Attachment. Summary:<br>Suggestion for residents only parking on Wellington Road with a small number of spaces for visitors and disabled parking spaces. Suggestion of a park & ride on the north side of the city to encourage people to leave their car on the outskirts of the city and use buses to enter  | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-665_Attachment | Attachment. Summary:<br>Objection to cycle lanes due to impact on the community and loss of parking in the Colmcille Ave area<br>Objection to cycle lanes on Colmcille Avenue due to the negative community impacts outweighing the positive impacts of the introduction of cycle lanes on Colmcille Ave   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-665_Attachment | Attachment. Summary:<br>Objection to parking removal due to impact on elderly, residents, care workers, and the concern of increased isolation of residents as well as the impact on 5 businesses that rely on street parking in the Colmcille Ave area  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-665_Attachment | Attachment. Summary:<br>Objection to the removal to the removal of trees between Iona Road and Kerry Road on Colmcille Avenue. Further concern of increased pollution within area due to traffic and removal of trees  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-665_Attachment | Attachment. Summary:<br>4 trees stated to be removed but the maps (page 42) show 5 trees on Colmcille Ave to be removed.   | Please see the NTA's response to Issue 21 in this report |
| NTA-C14-665_Attachment | Attachment. Summary:<br>Objection to the reduction in footpath width to 2m at Colmcille Avenue and Iona Park due to the high number of organisations caring for people with varying levels of disabilities within the area. Concern about the reduction in already limited walking amenities in the area<br>Objection to footpath through green area in Iona Park due to it's lack of benefit to the community and queries around antisocial gatherings within area and upkeep | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-665_Attachment | Attachment. Summary:<br>Objection to the potential removal of the recently installed speed ramps on Colmcille Avenue   | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-665_Attachment | Attachment. Summary:<br>Request to divert cyclists from Colmcille Avenue along Middle Glanmire Road towards St. Luke's where the quiet street can then be used. Or via Kerry Road and then through Sli Gartan, Iona Park and Murmont Crescent and onto Old Youghal Road through Murmont Park.  | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-665_Attachment | Attachment. Summary:<br>Objection to bus gates at old Youghal Road (Tinker's Cross and Iona Park) and Right burn ban to Middle Glanmire Road, straight   | Please see the NTA's response to Issue 7 in this report  |

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|                        | ahead restriction on Ballyhooly Road, with an evening outbound bus gate and the proposed left turn ban from Old Youghal Road onto Gordon's Hill due to the impact on traffic on Colmcille Road. Objection comes after NTA could not back up the promise of low amounts of change with data  |  |
|                        | Concern that traffic on Colmcille Avenue will continue to be made worse   |  |
| NTA-C14-665_Attachment | Attachment. Summary:<br>Welcome two toucan crossings on Colmcille Ave, request positioning is agreed with residents   | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-665_Attachment | Attachment. Summary:<br>Objection to the removal of bus services (208) from Colmcille Ave due to the high number of people and areas they serve   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-665_Attachment | Attachment. Summary:<br>Concerns surrounding the positioning of the two new bus stops on Colmcille Avenue due to safety and privacy of residents, await consultation with NTA on this   | Please see the NTA's response to Issue 4 in this report  |
| NTA-C14-665_Attachment | Attachment. Summary:<br>Concern due to impact of works including power supply, utilities, increase in noise and air pollution and traffic disruption  | Please see the NTA's response to Issue 22 in this report |
| NTA-C14-665_Attachment | Attachment. Summary:<br>Objection to the scheme due to the lack of benefits to the local community despite benefiting others (see summary schedule)   | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-665_Attachment | Attachment. Summary:<br>Consultation was not inclusive and low number of residents were informed therefore this needs to be taken into account with the submission. Request for further engagement in relation to footpaths, bus stop locations and positioning of toucan crossings within the Colmcille Ave area.  | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-399_Attachment | Attachment. Summary:<br>Request for a number of changes, including omitting cycle lanes on Colmcille Ave and Rerouting cyclists; freeze current proposals for bus gates on Old Youghal Road, the right turn ban onto Middle Glanmire Road, the straight ahead restriction on Ballyhooly Road during morning peak, the outbound bus gate in the same location in the evening peak and the left turn ban on Old Youghal Road pending evaluation of traffic and environmental impact data and discussion with local residents.   | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-667            | Firstly, I am happy that the plans have been revised to retain the parking on Summerhill North and not to narrow the footpaths along this stretch.<br><br>I am very happy to see the proposed cycle route up Wellington Rd and Middle Glanmire Rd.<br>I also agreed with the decision to put traffic lights/signals on St Luke's Cross, but these should be placed close to the junction and not near residential areas as the noise from the lights would be very disruptive.<br>However the new plans have once again completely failed to tackle the issue of speeding on Summerhill North and Ballyhooly Rd. In my last submission, I proposed speed ramps and /or raised tables to slow down the traffic, including the buses. I fear with the introduction of traffic lights at St Luke's Cross, some motorists will aggressively speed in order to 'beat the lights'.<br>While I am not opposed to removing the right turn onto Middle Glanmire Rd, I don't believe it will serve any purpose, motorists will continue to turn there if it suits them and it will become a major inconvenience to local residents.<br>I agreed that bus gates are the answer but I wonder who will police them during the morning and evening rush hour? And will the introduction of these bus gates just create traffic issues in different parts of the city, such as Old Youghal Rd. | Please see the NTA's response to Issue 20 in this report |
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| NTA-C14-757 | I believe the proposed changes to Mayfield Colmcille Avenue are 100% detrimental to the businesses and the residents of the area. The plan to put a cycle lane and the removal of the already limited parking facilities is going to cause so much hardship, not only to the businesses but also the residents of the area. So many people use and depend the facilities we provide as a group of businesses at the top of Colmcille Avenue. I also find it difficult to comprehend the reason that very few residents are aware of the plans and it is the businesses that are trying to bring awareness to them. These changes to Colmcille Avenue should be scrapped.   | Please see the NTA's response to Issue 6 in this report  |
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| NTA-C14-677 | <p style="text-align: center;">STC B - Mayfield to City<br/>BusConnects Cork Sustainable Transport Corridors<br/>To whom it may Concern</p> <p>As a Business we wish to express our concerns in relation to the impact of the proposed changes at St. Luke's Cross as part of the 'Mayfield-City Sustainable Transport Corridor Emerging Preferred Route'. Whilst we recognise and appreciate the importance of active travel schemes such as this one and the associated benefits for the community, we believe that the proposed design will have significant negative impacts on the operation of our business and the surrounding area.</p> <p>Attached to this cover letter is a submission from our appointed Consulting Engineers, MHL Consulting Engineers, providing an assessment of the expected impact on our business as well as a suggested alternative.</p> <p>We very much appreciate your consideration to our submission and would welcome the opportunity to meet with the BusConnects Design Team to further discuss if required.</p> <p style="text-align: center;">Yours faithfully<br/>Frits Potgieter<br/>General Manager<br/>The Montenotte Hotel</p> | Please see the NTA's response to Issue 6 in this report  |



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|                               | <p>Middle Glanmire Road<br/>Cork City, T23E9DX<br/>+353 (0) 21 4530050<br/>+353 (0) 87 7603767<br/>fpotgieter@themontenottehotel.com<br/>TheMontenotteHotel.com</p>   |  |
| <b>NTA-C14-677_Attachment</b> | <p>Attachment. Summary:<br/>Concerns access will be limited to The Montenotte Hotel due to turn ban onto Middle Glanmire Road. Damaging business, due to sending costumers, employees and suppliers on a longer route with more traffic (detailed account of journey times in submission)</p>   | Please see the NTA's response to Issue 6 in this report  |
| <b>NTA-C14-677_Attachment</b> | <p>Attachment. Summary:<br/>Concern lorries, taxis, and vans will have to use narrow residential roads to avoid Summerhill North Ban onto Middle Glanmire Road impacting local residents, which will also result in a dangerous turning access into the hotel for these vehicles (detailed drawings in submission)</p>  | Please see the NTA's response to Issue 18 in this report |
| <b>NTA-C14-677_Attachment</b> | <p>Attachment. Summary:<br/>Request to maintain the right turn onto Middle Glanmire Road to aid air quality and noise pollution as well as maintain access and reduce negative impacts on businesses</p>  | Please see the NTA's response to Issue 19 in this report |
| <b>NTA-C14-720</b>            | <p>As a resident living in the Colmcille Avenue area we find that the introduction of cycle lanes in the area will further more congestion and issues for us when exiting our cul de sac , this proposed stretch of road is already under serve pressure from traffic congestion and now Yere Proposal of cycle lanes will lead to accidents when we are exiting our park .</p>   | Please see the NTA's response to Issue 9 in this report  |
| <b>NTA-C14-723</b>            | <p>As resident's of the Summerhill North/St Lukes area we would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>We understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context we are fully supportive of the revised plan for Summerhill North. We would like to thank the NTA for engaging positive with our residents' association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the addition of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and reduction in footpath widths.</p> <p>We would like to draw your attention to the attached report and we would be grateful if you would take our suggestions on board. Again we would like to thank you and your team for engaging on a positive manner with the concerns of the residents in our area.</p> <p>Kind Regards</p> <p>Liam Maher<br/>Chairman<br/>Summerhill North Residents Association</p> | Please see the NTA's response to Issue 20 in this report |
| <b>NTA-C14-723</b>            | <p>As resident's of the Summerhill North/St Lukes area we would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>We understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context we are fully supportive of the revised plan for Summerhill North. We would like to thank the NTA for engaging positive with our residents' association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the addition of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the</p>  | Please see the NTA's response to Issue 18 in this report |



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|                    | <p>consequent increase in traffic speeds and reduction in footpath widths.<br/>                 We would like to draw your attention to the attached report and we would be grateful if you would take our suggestions on board.<br/>                 Again we would like to thank you and your team for engaging on a positive manner with the concerns of the residents in our area.<br/>                 Kind Regards</p> <p>Liam Maher<br/>                 Chairman<br/>                 Summerhill North Residents Association</p>   |   |
| <p>NTA-C14-724</p> | <p>Sustainable Transport Corridor Project<br/>                 NTA Cork Office,<br/>                 Suite 427,<br/>                 1 Horgan's Quay<br/>                 Waterfront Square, Cork<br/>                 T23 PPT8corkstc@busconnects.ie</p> <p>May 2023</p> <p>Dear Sir/Madam,</p> <p>Submission to the Public Consultation on the BusConnects Cork Sustainable Transport Corridors / B. Mayfield &gt; City Preferred Route Option</p> <p>As a resident of the Summerhill North/St Lukes area I would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>I understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context I am fully supportive of the revised plan for Summerhill North. I would like to thank the NTA for engaging positive with our residents' association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the addition of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and reduction in footpath widths.</p> <p>I believe the current proposal will deliver the requisite efficiency in terms of bus service by way of a peak time bus gate and will not have a disproportionately detrimental impact on the residents of Summerhill North. Summerhill North is an Architectural Conservation Area as well as a vibrant and sustainable urban village. We have a diverse and multi-generational community, which we intend to protect and foster. As a resident of this active and closeknit community, I am happy to support proposals such as the current BusConnects plan that lead to greater community cohesion and sustainability.</p> <p>I note page 19 of the Draft Plan states that the proposed works in the area will include "Public Realm works including improved and enhanced street spaces and landscaping". I would strongly welcome this initiative to improve the public realm along Summerhill North.</p> <p>I look forward to working with the NTA in ensuring that the final design remains a positive development for our community and the city as a whole.</p> <p>Yours faithfully,</p> | <p>Please see the NTA's response to Issue 20 in this report</p> |

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|                    | <p>Liam Maher</p> <p>Sustainable Transport Corridor Project<br/>NTA Cork Office,<br/>Suite 427,<br/>1 Horgan's Quay<br/>Waterfront Square, Cork<br/>T23 PPT8corkstc@busconnects.ie</p> <p>May 2023</p> <p>Dear Sir/Madam,</p> <p>Submission to the Public Consultation on the BusConnects Cork Sustainable Transport Corridors / B. Mayfield &gt; City Preferred Route Option</p> <p>As a resident of the Summerhill North/St Lukes area I would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>I understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context I am fully supportive of the revised plan for Summerhill North. I would like to thank the NTA for engaging positive with our residents' association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the addition of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and reduction in footpath widths.</p> <p>I believe the current proposal will deliver the requisite efficiency in terms of bus service by way of a peak time bus gate and will not have a disproportionately detrimental impact on the residents of Summerhill North. Summerhill North is an Architectural Conservation Area as well as a vibrant and sustainable urban village. We have a diverse and multi-generational community, which we intend to protect and foster. As a resident of this active and closeknit community, I am happy to support proposals such as the current BusConnects plan that lead to greater community cohesion and sustainability.</p> <p>I note page 19 of the Draft Plan states that the proposed works in the area will include "Public Realm works including improved and enhanced street spaces and landscaping". I would strongly welcome this initiative to improve the public realm along Summerhill North.</p> <p>I look forward to working with the NTA in ensuring that the final design remains a positive development for our community and the city as a whole.</p> <p>Yours faithfully,</p> <p>Liam Maher</p> |  |
| <b>NTA-C14-724</b> |   | Please see the NTA's response to Issue 18 in this report |
| <b>NTA-C14-730</b> | <p>I welcome the majority of the changes outlined in the most recent proposal for the STC B - Mayfield to City.</p> <p>The current proposal takes account of many of the concerns of the communities through which the buses travel. As a resident of Summerhill North, I am particularly relieved that the road will remain a two-lane road, with existing footpaths maintained and two pedestrian crossings added. This accords with the aim of enhancing the experience of pedestrians. The retention of on-street parking</p>   | Please see the NTA's response to Issue 20 in this report |

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|                           | <p>on Summerhill North is essential for many residents, and adds to the safety of pedestrians using the southern footpath. The introduction of bus gates along the route at rush hour will ensure that buses will travel freely in and out of the city, although the resulting inconvenience to residents of the areas in the immediate vicinity of the bus gates is not to be ignored. Perhaps immediate residents might be allowed pass through the bus gates using some registration number plate recognition technology.</p> <p>The changes in relation to cycle routes make a lot of sense - it is heartening that local people's views on the previous proposals have been listened to. RE the proposed CPO of a portion of the Presbyterian Church grounds to accommodate a cycle lane up to York Hill, it is essential that the original stone boundary wall and railings be carefully re-installed along the new boundary.</p> <p>An observation regarding the proposal to introduce a ban on right-hand turns from Summerhill North onto Middle Glanmire Road: I live nearby and have not witnessed any significant delays caused by traffic turning right at St. Luke's Cross. This ban seems needless to me. The likely outcome would be increased traffic on Gardiner's Hill - the vehicles which would normally turn right onto Middle Glanmire Road would most probably turn right just metres away from St. Luke's Cross!</p> <p>In my previous submission, I objected to the proposed CPO of some of the front grounds of Newbury House Family Resource Centre. I note that the same proposal remains in the current draft plan. Once again, I wish to state my disagreement with this proposal on the grounds of safety for the children and families using the Centre.</p> <p>A very positive aspect of the current Draft Plan is the commitment to enhancing the Public Realm - improving street spaces, and landscaping. This should be attended to all along the STO - there is scope to enhance all of the streets involved, including Summerhill North, with planting and landscaping.</p> <p>I commend the NTA for the public engagement to date, and look forward to the NTA listening once more to the concerns of the communities involved.</p>   |   |
| <p><b>NTA-C14-730</b></p> | <p>I welcome the majority of the changes outlined in the most recent proposal for the STC B - Mayfield to City.</p> <p>The current proposal takes account of many of the concerns of the communities through which the buses travel. As a resident of Summerhill North, I am particularly relieved that the road will remain a two-lane road, with existing footpaths maintained and two pedestrian crossings added. This accords with the aim of enhancing the experience of pedestrians. The retention of on-street parking on Summerhill North is essential for many residents, and adds to the safety of pedestrians using the southern footpath.</p> <p>The introduction of bus gates along the route at rush hour will ensure that buses will travel freely in and out of the city, although the resulting inconvenience to residents of the areas in the immediate vicinity of the bus gates is not to be ignored. Perhaps immediate residents might be allowed pass through the bus gates using some registration number plate recognition technology.</p> <p>The changes in relation to cycle routes make a lot of sense - it is heartening that local people's views on the previous proposals have been listened to. RE the proposed CPO of a portion of the Presbyterian Church grounds to accommodate a cycle lane up to York Hill, it is essential that the original stone boundary wall and railings be carefully re-installed along the new boundary.</p> <p>An observation regarding the proposal to introduce a ban on right-hand turns from Summerhill North onto Middle Glanmire Road: I live nearby and have not witnessed any significant delays caused by traffic turning right at St. Luke's Cross. This ban seems needless to me. The likely outcome would be increased traffic on Gardiner's Hill - the vehicles which would normally turn right onto Middle Glanmire Road would most probably turn right just metres away from St. Luke's Cross!</p> <p>In my previous submission, I objected to the proposed CPO of some of the front grounds of Newbury House Family Resource Centre. I note that the same proposal remains in the current draft plan. Once again, I wish to state my disagreement with this proposal on the grounds of safety for the children and families using the Centre.</p> <p>A very positive aspect of the current Draft Plan is the commitment to enhancing the Public Realm - improving street spaces, and landscaping. This should be attended to all along the STO - there is scope to enhance all of the streets involved, including Summerhill North, with planting and landscaping.</p> <p>I commend the NTA for the public engagement to date, and look forward to the NTA listening once more to the concerns of the communities involved.</p> | <p>Please see the NTA's response to Issue 19 in this report</p> |

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| <p><b>NTA-C14-730</b></p> | <p>I welcome the majority of the changes outlined in the most recent proposal for the STC B - Mayfield to City. The current proposal takes account of many of the concerns of the communities through which the buses travel. As a resident of Summerhill North, I am particularly relieved that the road will remain a two-lane road, with existing footpaths maintained and two pedestrian crossings added. This accords with the aim of enhancing the experience of pedestrians. The retention of on-street parking on Summerhill North is essential for many residents, and adds to the safety of pedestrians using the southern footpath. The introduction of bus gates along the route at rush hour will ensure that buses will travel freely in and out of the city, although the resulting inconvenience to residents of the areas in the immediate vicinity of the bus gates is not to be ignored. Perhaps immediate residents might be allowed pass through the bus gates using some registration number plate recognition technology. The changes in relation to cycle routes make a lot of sense - it is heartening that local people's views on the previous proposals have been listened to. RE the proposed CPO of a portion of the Presbyterian Church grounds to accommodate a cycle lane up to York Hill, it is essential that the original stone boundary wall and railings be carefully re-installed along the new boundary. An observation regarding the proposal to introduce a ban on right-hand turns from Summerhill North onto Middle Glanmire Road: I live nearby and have not witnessed any significant delays caused by traffic turning right at St. Luke's Cross. This ban seems needless to me. The likely outcome would be increased traffic on Gardiner's Hill - the vehicles which would normally turn right onto Middle Glanmire Road would most probably turn right just metres away from St. Luke's Cross! In my previous submission, I objected to the proposed CPO of some of the front grounds of Newbury House Family Resource Centre. I note that the same proposal remains in the current draft plan. Once again, I wish to state my disagreement with this proposal on the grounds of safety for the children and families using the Centre. A very positive aspect of the current Draft Plan is the commitment to enhancing the Public Realm - improving street spaces, and landscaping. This should be attended to all along the STO - there is scope to enhance all of the streets involved, including Summerhill North, with planting and landscaping. I commend the NTA for the public engagement to date, and look forward to the NTA listening once more to the concerns of the communities involved.</p> | <p>Please see the NTA's response to Issue 16 in this report</p> |
| <p><b>NTA-C14-730</b></p> | <p>I welcome the majority of the changes outlined in the most recent proposal for the STC B - Mayfield to City. The current proposal takes account of many of the concerns of the communities through which the buses travel. As a resident of Summerhill North, I am particularly relieved that the road will remain a two-lane road, with existing footpaths maintained and two pedestrian crossings added. This accords with the aim of enhancing the experience of pedestrians. The retention of on-street parking on Summerhill North is essential for many residents, and adds to the safety of pedestrians using the southern footpath. The introduction of bus gates along the route at rush hour will ensure that buses will travel freely in and out of the city, although the resulting inconvenience to residents of the areas in the immediate vicinity of the bus gates is not to be ignored. Perhaps immediate residents might be allowed pass through the bus gates using some registration number plate recognition technology. The changes in relation to cycle routes make a lot of sense - it is heartening that local people's views on the previous proposals have been listened to. RE the proposed CPO of a portion of the Presbyterian Church grounds to accommodate a cycle lane up to York Hill, it is essential that the original stone boundary wall and railings be carefully re-installed along the new boundary. An observation regarding the proposal to introduce a ban on right-hand turns from Summerhill North onto Middle Glanmire Road: I live nearby and have not witnessed any significant delays caused by traffic turning right at St. Luke's Cross. This ban seems needless to me. The likely outcome would be increased traffic on Gardiner's Hill - the vehicles which would normally turn right onto Middle Glanmire Road would most probably turn right just metres away from St. Luke's Cross! In my previous submission, I objected to the proposed CPO of some of the front grounds of Newbury House Family Resource Centre. I note that the same proposal remains in the current draft plan. Once again, I wish to state my disagreement with this proposal on the grounds of safety for the children and families using the Centre. A very positive aspect of the current Draft Plan is the commitment to enhancing the Public Realm - improving street spaces, and landscaping. This should be attended to all along the STO - there is scope to enhance all of the streets involved, including Summerhill</p>   | <p>Please see the NTA's response to Issue 7 in this report</p>  |

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|             | <p>North, with planting and landscaping.</p> <p>I commend the NTA for the public engagement to date, and look forward to the NTA listening once more to the concerns of the communities involved.</p>  |  |
| NTA-C14-747 | <p>Ardnalee estate on the middle Glanmire road is home to approximately 250 residents and in excess of 100 vehicles. Our main observation relates to the removal of the right turn on to the Middle Glanmire road at St Luke's cross, necessitating access to Ardnalee via Dillon's across, Old Youghal Rd, St Christopher's Road and back on to Middle Glanmire Road. The additional journeys will take place on a bus connect route and add additional traffic at the Dillon cross junction. We believe that this aspect of the plan needs to be revisited and the right turn at St Luke's incorporated into the plan.</p>                             | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-759 | <p>After just purchasing our first home on Colmcille Avenue in February. We are shocked with the bus connect plans and seeing what it as done to the current residents of the area.</p> <p>Myself, my wife and young child are all a opposed to the plans, diverting traffic down an already busy road. The thoughts of our child playing outside would stress anyone out.</p> <p>The cutting down of trees and loss of the 208 bus is a disgrace too.</p> <p>[Personal information redacted] Colmcille Avenue oppose the current plan. A complete re- design and consultation with residents is needed.</p>   | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-759 | <p>Regards James&amp;Elizabeth O'Rourke</p> <p>After just purchasing our first home on Colmcille Avenue in February. We are shocked with the bus connect plans and seeing what it as done to the current residents of the area.</p> <p>Myself, my wife and young child are all a opposed to the plans, diverting traffic down an already busy road. The thoughts of our child playing outside would stress anyone out.</p> <p>The cutting down of trees and loss of the 208 bus is a disgrace too.</p> <p>[Personal information redacted] Colmcille Avenue oppose the current plan. A complete re- design and consultation with residents is needed.</p> | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-759 | <p>Regards James&amp;Elizabeth O'Rourke</p> <p>After just purchasing our first home on Colmcille Avenue in February. We are shocked with the bus connect plans and seeing what it as done to the current residents of the area.</p> <p>Myself, my wife and young child are all a opposed to the plans, diverting traffic down an already busy road. The thoughts of our child playing outside would stress anyone out.</p> <p>The cutting down of trees and loss of the 208 bus is a disgrace too.</p> <p>[Personal information redacted] Colmcille Avenue oppose the current plan. A complete re- design and consultation with residents is needed.</p> | Please see the NTA's response to Issue 5 in this report  |
|             | <p>Regards James&amp;Elizabeth O'Rourke</p>  |  |

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| NTA-C14-762 | <p>GGA first note the provision of dedicated cycleway is welcomed in the vicinity of the school and would provide a welcomed safe route to school.</p> <p>GGA note the plans in relation to Colmcille Ave. indicate a narrowing of footways, which may impact safety. It would be expected that the footways provide the minimum guideline widths across all sections of the footway, continually along the footway. Also it is expect that the dedicated cycleway will be suitable segregated and delineated from the footway so as not to impact safety along the route.</p> <p>Where any changes to the Avenue are proposed, safety of the pedestrian and cyclist should be considered where this is expect to encourage usage by school children among other users.</p>   | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-762 | <p>GGA first note the provision of dedicated cycleway is welcomed in the vicinity of the school and would provide a welcomed safe route to school.</p> <p>GGA note the plans in relation to Colmcille Ave. indicate a narrowing of footways, which may impact safety. It would be expected that the footways provide the minimum guideline widths across all sections of the footway, continually along the footway. Also it is expect that the dedicated cycleway will be suitable segregated and delineated from the footway so as not to impact safety along the route.</p> <p>Where any changes to the Avenue are proposed, safety of the pedestrian and cyclist should be considered where this is expect to encourage usage by school children among other users.</p>   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-762 | <p>GGA first note the provision of dedicated cycleway is welcomed in the vicinity of the school and would provide a welcomed safe route to school.</p> <p>GGA note the plans in relation to Colmcille Ave. indicate a narrowing of footways, which may impact safety. It would be expected that the footways provide the minimum guideline widths across all sections of the footway, continually along the footway. Also it is expect that the dedicated cycleway will be suitable segregated and delineated from the footway so as not to impact safety along the route.</p> <p>Where any changes to the Avenue are proposed, safety of the pedestrian and cyclist should be considered where this is expect to encourage usage by school children among other users.</p>   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-789 | <p>I am a resident of Wellington Road.</p> <p>If this preferred route option is adopted, Bus Connects will have utterly failed in its remit. According to the brochure, BusConnects Cork is designed to provide "safe cycling facilities along key routes". Instead, the current plan sees no cycling infrastructure whatsoever being provided between the bottom of Summerhill (York Hill junction) and beyond St Joseph's Church on the Old Youghal Road. If Bus Connects actually wants to foster cycling culture, this is the crucial section. This plan sees low-use cycle lanes being added out in the suburbs but no potentially high-use lanes in the central areas. At every turn, Bus Connects has placed the convenience of car-users ahead of the safety of cyclists by retaining almost all on-street parking instead of providing cycle lanes.</p> <p>Nowhere is this bizarre pro-car stance more obvious than on the stretch between York Hill and Luke's Cross:<br/>     Current situation: 4 lanes for cars plus 2 almost continuous parking bays.<br/>     Proposed situation: 4 lanes for cars plus 2 almost continuous parking bays.</p> <p>Despite having effectively the width of 6 lanes to work with, Bus Connects has managed to make no provision whatsoever for cyclists. The proposed cycle lanes on Wellington Road have disappeared with no explanation given. The alternative offered is the complete fiction of the "quiet street". The traffic that completely chokes Wellington Road during rush hour, the countless cars that race down Wellington Road to avoid the traffic on Summerhill, the many cars that come down Military Hill, the many cars that use Wellington Road and the Middle Glanmire Road to reach the N8 at Tivoli to avoid the traffic on the quays are all ignored so that Bus Connects can present the fig-leaf of the "quiet street" to hide the bareness of their provision for cyclists. This cannot be allowed to stand. Bus connects need to make provision for cyclists in this crucial section. As things stand, the complete lack of cycle infrastructure and the generally antagonistic and aggressive attitude of motorists sees only a tiny percentage of people cycling in this area. Because of the gradient, cyclists are particularly exposed to danger on the uphill climb and the current default option is for cyclists to use the</p> | Please see the NTA's response to Issue 9 in this report  |

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|                           | <p>footpath on Summerhill for their ascent. This situation cannot be allowed to continue.</p> <p>The most obvious and direct solution, and the one that involves cyclists facing the least gradient, is to simply provide cycle lanes running up and down Summerhill. This would, of course, involve the loss of on-street parking on Summerhill. Note, however, that there is more than enough parking on Wellington Road to accommodate the residents affected. There is also a 20-space car-park in front of the Chamber of Commerce. Surely half of this could be acquired for residents, including those with disabled stickers, if needs be. Summerhill is 5 minutes' walk from the train station, less than 10 minutes from the bus station and very well served by the 207 and 208. In such a well-served and located area, a car must be regarded as a choice and a luxury for most. A short walk to a parking space is not too much to expect of such residents.</p> <p>The other option would be to resurrect the cycle-lane on Wellington Road. Obviously, the idea of knocking down the 19th-century wall was very ill-conceived. As submissions to the previous round noted, once the road becomes too narrow towards Luke's Cross, a pedestrian and cyclist priority zone with a 15 or 20km/h speed-limit could be introduced. Because pedestrian priority and speed-limits on raised tables are routinely ignored by Cork motorists (e.g. Paradise Place), additional traffic-calming measures (planting etc.) will have to be introduced to slow drivers down.</p> <p>Of course, Wellington Road could actually be turned into a "quiet street" if it was physically closed to through-traffic. Bollards placed immediately to the west of the junction with York Hill combined with bollards at the top of York Hill would eliminate almost all the traffic. In combination with the above-mentioned raised table between Military Hill and Luke's Cross, this would be a truly transformative measure that would not impact on on-street parking. It is almost certain that a majority of Wellington Road residents would support such a measure.</p> <p>The term "quiet street" should not be applied to the Middle Glanmire Road either. As state above, this operates as an alternative west-east route to the Lower Glanmire Road. It is also witness to excessive speeds due to cars racing to make the pinch-points before cars coming in the opposite direction. The narrowness of the road in general makes it an intimidating route for cyclists, who are again particularly vulnerable as they climb the steep ascent. The main problem posed by this section of the "cycle route" is the fact that a majority of those cycling at Luke's Cross are actually heading towards Ballyvolane or the Glen rather than Mayfield. They will therefore continue to have to cycle without protection between Luke's Cross and Dillon's Cross and beyond. Again, if Bus Connects retains the on-street parking along this section of Summerhill rather than providing cycle lanes, it is putting the convenience of car-users ahead of the safety of cyclists and the promotion of active travel. Bus Connects cannot simply wash its hands of this issue.</p> <p>A few further notes:</p> <p>All bus gates here and elsewhere will need to be electronically monitored to ensure compliance. The examples of York Hill, Patrick's Street, Washington Street etc. show that a majority of drivers will ignore any signage, safe in the knowledge that the Gardaí do very little to enforce traffic laws in Cork city.</p> <p>The proposed bus gate on Ballyhooly Road, if enforced, may well lead to a much larger volume of traffic coming over the hill by Cork Prison and down Military Hill onto Wellington Road. The traffic-calming measures on MacCurtain street are also likely to cause additional traffic on Wellington Road. I don't know how this can be stopped, but it another reason why the proposed "quiet street" idea is a complete nonsense.</p> <p>Please revise the current plans and begin to fulfil your remit.</p> |   |
| <p><b>NTA-C14-789</b></p> | <p>I am a resident of Wellington Road.</p> <p>If this preferred route option is adopted, Bus Connects will have utterly failed in its remit. According to the brochure, BusConnects Cork is designed to provide "safe cycling facilities along key routes". Instead, the current plan sees no cycling infrastructure whatsoever being provided between the bottom of Summerhill (York Hill junction) and beyond St Joseph's Church on the Old Youghal Road. If Bus Connects actually wants to foster cycling culture, this is the crucial section. This plan sees low-use cycle lanes being added out in the suburbs but no potentially high-use lanes in the central areas. At every turn, Bus Connects has placed the convenience of car-users ahead of the safety of cyclists by retaining almost all on-street parking instead of providing cycle lanes. Nowhere is this bizarre pro-car stance more obvious than on the stretch between York Hill and Luke's Cross:</p>   | <p>Please see the NTA's response to Issue 11 in this report</p> |



Current situation: 4 lanes for cars plus 2 almost continuous parking bays.

Proposed situation: 4 lanes for cars plus 2 almost continuous parking bays.

Despite having effectively the width of 6 lanes to work with, Bus Connects has managed to make no provision whatsoever for cyclists.

The proposed cycle lanes on Wellington Road have disappeared with no explanation given. The alternative offered is the complete fiction of the "quiet street". The traffic that completely chokes Wellington Road during rush hour, the countless cars that race down Wellington Road to avoid the traffic on Summerhill, the many cars that come down Military Hill, the many cars that use Wellington Road and the Middle Glanmire Road to reach the N8 at Tivoli to avoid the traffic on the quays are all ignored so that Bus Connects can present the fig-leaf of the "quiet street" to hide the bareness of their provision for cyclists. This cannot be allowed to stand. Bus connects need to make provision for cyclists in this crucial section. As things stand, the complete lack of cycle infrastructure and the generally antagonistic and aggressive attitude of motorists sees only a tiny percentage of people cycling in this area. Because of the gradient, cyclists are particularly exposed to danger on the uphill climb and the current default option is for cyclists to use the footpath on Summerhill for their ascent. This situation cannot be allowed to continue.

The most obvious and direct solution, and the one that involves cyclists facing the least gradient, is to simply provide cycle lanes running up and down Summerhill. This would, of course, involve the loss of on-street parking on Summerhill. Note, however, that there is more than enough parking on Wellington Road to accommodate the residents affected. There is also a 20-space car-park in front of the Chamber of Commerce. Surely half of this could be acquired for residents, including those with disabled stickers, if needs be. Summerhill is 5 minutes' walk from the train station, less than 10 minutes from the bus station and very well served by the 207 and 208. In such a well-served and located area, a car must be regarded as a choice and a luxury for most. A short walk to a parking space is not too much to expect of such residents.

The other option would be to resurrect the cycle-lane on Wellington Road. Obviously, the idea of knocking down the 19th-century wall was very ill-conceived. As submissions to the previous round noted, once the road becomes too narrow towards Luke's Cross, a pedestrian and cyclist priority zone with a 15 or 20km/h speed-limit could be introduced. Because pedestrian priority and speed-limits on raised tables are routinely ignored by Cork motorists (e.g. Paradise Place), additional traffic-calming measures (planting etc.) will have to be introduced to slow drivers down.

Of course, Wellington Road could actually be turned into a "quiet street" if it was physically closed to through-traffic. Bollards placed immediately to the west of the junction with York Hill combined with bollards at the top of York Hill would eliminate almost all the traffic. In combination with the above-mentioned raised table between Military Hill and Luke's Cross, this would be a truly transformative measure that would not impact on on-street parking. It is almost certain that a majority of Wellington Road residents would support such a measure.

The term "quiet street" should not be applied to the Middle Glanmire Road either. As state above, this operates as an alternative west-east route to the Lower Glanmire Road. It is also witness to excessive speeds due to cars racing to make the pinch-points before cars coming in the opposite direction. The narrowness of the road in general makes it an intimidating route for cyclists, who are again particularly vulnerable as they climb the steep ascent. The main problem posed by this section of the "cycle route" is the fact that a majority of those cycling at Luke's Cross are actually heading towards Ballyvolane or the Glen rather than Mayfield. They will therefore continue to have to cycle without protection between Luke's Cross and Dillon's Cross and beyond. Again, if Bus Connects retains the on-street parking along this section of Summerhill rather than providing cycle lanes, it is putting the convenience of car-users ahead of the safety of cyclists and the promotion of active travel. Bus Connects cannot simply wash its hands of this issue.

A few further notes:

All bus gates here and elsewhere will need to be electronically monitored to ensure compliance. The examples of York Hill, Patrick's Street, Washington Street etc. show that a majority of drivers will ignore any signage, safe in the knowledge that the Gardaí do very little to enforce traffic laws in Cork city.

The proposed bus gate on Ballyhooly Road, if enforced, may well lead to a much larger volume of traffic coming over the hill by Cork Prison and down Military Hill onto Wellington Road. The traffic-calming measures on MacCurtain street are also likely to cause

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|                    | <p>additional traffic on Wellington Road. I don't know how this can be stopped, but it another reason why the proposed "quiet street" idea is a complete nonsense.</p> <p>Please revise the current plans and begin to fulfil your remit.</p> <p>I am a resident of Wellington Road.</p>   |  |
| <p>NTA-C14-789</p> | <p>If this preferred route option is adopted, Bus Connects will have utterly failed in its remit. According to the brochure, BusConnects Cork is designed to provide "safe cycling facilities along key routes". Instead, the current plan sees no cycling infrastructure whatsoever being provided between the bottom of Summerhill (York Hill junction) and beyond St Joseph's Church on the Old Youghal Road. If Bus Connects actually wants to foster cycling culture, this is the crucial section. This plan sees low-use cycle lanes being added out in the suburbs but no potentially high-use lanes in the central areas. At every turn, Bus Connects has placed the convenience of car-users ahead of the safety of cyclists by retaining almost all on-street parking instead of providing cycle lanes. Nowhere is this bizarre pro-car stance more obvious than on the stretch between York Hill and Luke's Cross:</p> <p>Current situation: 4 lanes for cars plus 2 almost continuous parking bays.<br/>                 Proposed situation: 4 lanes for cars plus 2 almost continuous parking bays.</p> <p>Despite having effectively the width of 6 lanes to work with, Bus Connects has managed to make no provision whatsoever for cyclists. The proposed cycle lanes on Wellington Road have disappeared with no explanation given. The alternative offered is the complete fiction of the "quiet street". The traffic that completely chokes Wellington Road during rush hour, the countless cars that race down Wellington Road to avoid the traffic on Summerhill, the many cars that come down Military Hill, the many cars that use Wellington Road and the Middle Glanmire Road to reach the N8 at Tivoli to avoid the traffic on the quays are all ignored so that Bus Connects can present the fig-leaf of the "quiet street" to hide the bareness of their provision for cyclists. This cannot be allowed to stand. Bus connects need to make provision for cyclists in this crucial section. As things stand, the complete lack of cycle infrastructure and the generally antagonistic and aggressive attitude of motorists sees only a tiny percentage of people cycling in this area. Because of the gradient, cyclists are particularly exposed to danger on the uphill climb and the current default option is for cyclists to use the footpath on Summerhill for their ascent. This situation cannot be allowed to continue.</p> <p>The most obvious and direct solution, and the one that involves cyclists facing the least gradient, is to simply provide cycle lanes running up and down Summerhill. This would, of course, involve the loss of on-street parking on Summerhill. Note, however, that there is more than enough parking on Wellington Road to accommodate the residents affected. There is also a 20-space car-park in front of the Chamber of Commerce. Surely half of this could be acquired for residents, including those with disabled stickers, if needs be. Summerhill is 5 minutes' walk from the train station, less than 10 minutes from the bus station and very well served by the 207 and 208. In such a well-served and located area, a car must be regarded as a choice and a luxury for most. A short walk to a parking space is not too much to expect of such residents.</p> <p>The other option would be to resurrect the cycle-lane on Wellington Road. Obviously, the idea of knocking down the 19th-century wall was very ill-conceived. As submissions to the previous round noted, once the road becomes too narrow towards Luke's Cross, a pedestrian and cyclist priority zone with a 15 or 20km/h speed-limit could be introduced. Because pedestrian priority and speed-limits on raised tables are routinely ignored by Cork motorists (e.g. Paradise Place), additional traffic-calming measures (planting etc.) will have to be introduced to slow drivers down.</p> <p>Of course, Wellington Road could actually be turned into a "quiet street" if it was physically closed to through-traffic. Bollards placed immediately to the west of the junction with York Hill combined with bollards at the top of York Hill would eliminate almost all the traffic. In combination with the above-mentioned raised table between Military Hill and Luke's Cross, this would be a truly transformative measure that would not impact on on-street parking. It is almost certain that a majority of Wellington Road residents would support such a measure.</p> <p>The term "quiet street" should not be applied to the Middle Glanmire Road either. As state above, this operates as an alternative west-east route to the Lower Glanmire Road. It is also witness to excessive speeds due to cars racing to make the pinch-points before cars coming in the opposite direction. The narrowness of the road in general makes it an intimidating route for cyclists, who are again</p> | <p>Please see the NTA's response to Issue 4 in this report</p> |

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|                           | <p>particularly vulnerable as they climb the steep ascent. The main problem posed by this section of the “cycle route” is the fact that a majority of those cycling at Luke’s Cross are actually heading towards Ballyvolane or the Glen rather than Mayfield. They will therefore continue to have to cycle without protection between Luke’s Cross and Dillon’s Cross and beyond. Again, if Bus Connects retains the on-street parking along this section of Summerhill rather than providing cycle lanes, it is putting the convenience of car-users ahead of the safety of cyclists and the promotion of active travel. Bus Connects cannot simply wash its hands of this issue.</p> <p style="text-align: center;">A few further notes:</p> <p>All bus gates here and elsewhere will need to be electronically monitored to ensure compliance. The examples of York Hill, Patrick’s Street, Washington Street etc. show that a majority of drivers will ignore any signage, safe in the knowledge that the Gardaí do very little to enforce traffic laws in Cork city.</p> <p>The proposed bus gate on Ballyhooly Road, if enforced, may well lead to a much larger volume of traffic coming over the hill by Cork Prison and down Military Hill onto Wellington Road. The traffic-calming measures on MacCurtain street are also likely to cause additional traffic on Wellington Road. I don’t know how this can be stopped, but it another reason why the proposed “quiet street” idea is a complete nonsense.</p> <p style="text-align: center;">Please revise the current plans and begin to fulfil your remit.</p>  |  |
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| <p>NTA-C14-793</p> | <p>We wish to voice our strong opposition to the proposal to ban turning right onto the Middle Glanmire Road from Summerhill North when travelling from the city. This will profoundly affect residents living on the Middle Glanmire Road/Montenotte area. We contacted Bus Connects to ask what route we are supposed to use to access our properties as this is not made clear in the plan but I have not to date received a reply. We live 150m from this junction on the Middle Glanmire Road and if we and our neighbours are unable to turn right at this junction regardless of what alternative route is proposed, it will add considerably to the time spent on the road trying to access our homes. This only adds to the problem of traffic congestion in the area and environmental pollution from the extra time spent in cars on the road.</p> <p>Vehicles turning right at this junction do not cause any significant obstruction to the flow of traffic on Summerhill as buses stopped at the bus stop in St Lukes in addition to the pedestrian lights there cause an interruption to the flow of traffic that permits vehicles to turn right without causing any additional delay.</p> <p>We completely agree that the Middle Glanmire Road would benefit from becoming a quieter road making it safer and more attractive to use for pedestrians and cyclists. Vehicles travel much too fast when accelerating to and from the junction at St. Lukes. There are many children and parents walking to the schools in the area as well as tourists accessing the Montenotte Hotel. Residents have been lobbying for some time for traffic calming measures such as radar speed signs and speed bumps and pedestrian protection barriers to make St Lukes Cross and the Middle Glanmire Road a safer place to walk and cycle. This may also discourage cars from using the Middle Glanmire Road as a through-road. These traffic calming and pedestrian improvement measures can be achieved however without restricting residents access to their homes on the Middle Glanmire Road.</p> <p>Dr. Amanda Cotter &amp; Dr. Diarmaid Houlihan, Arbutus Lodge, Montenotte, Cork.</p>   | <p>Please see the NTA's response to Issue 7 in this report</p> |

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| <p><b>NTA-C14-793</b></p> | <p>We wish to voice our strong opposition to the proposal to ban turning right onto the Middle Glanmire Road from Summerhill North when travelling from the city. This will profoundly affect residents living on the Middle Glanmire Road/Montenotte area. We contacted Bus Connects to ask what route we are supposed to use to access our properties as this is not made clear in the plan but I have not to date received a reply. We live 150m from this junction on the Middle Glanmire Road and if we and our neighbours are unable to turn right at this junction regardless of what alternative route is proposed, it will add considerably to the time spent on the road trying to access our homes. This only adds to the problem of traffic congestion in the area and environmental pollution from the extra time spent in cars on the road.</p> <p>Vehicles turning right at this junction do not cause any significant obstruction to the flow of traffic on Summerhill as buses stopped at the bus stop in St Lukes in addition to the pedestrian lights there cause an interruption to the flow of traffic that permits vehicles to turn right without causing any additional delay.</p> <p>We completely agree that the Middle Glanmire Road would benefit from becoming a quieter road making it safer and more attractive to use for pedestrians and cyclists. Vehicles travel much too fast when accelerating to and from the junction at St. Lukes. There are many children and parents walking to the schools in the area as well as tourists accessing the Montenotte Hotel. Residents have been lobbying for some time for traffic calming measures such as radar speed signs and speed bumps and pedestrian protection barriers to make St Lukes Cross and the Middle Glanmire Road a safer place to walk and cycle. This may also discourage cars from using the Middle Glanmire Road as a through-road. These traffic calming and pedestrian improvement measures can be achieved however without restricting residents access to their homes on the Middle Glanmire Road.</p> <p>Dr. Amanda Cotter &amp; Dr. Diarmaid Houlihan, Arbutus Lodge, Montenotte, Cork.</p> | <p>Please see the NTA's response to Issue 19 in this report</p> |
| <p><b>NTA-C14-795</b></p> | <p>Having reviewed the maps and planned bus corridors for in particular the Mayfield route, I believe the planned restrictions will bring the North East area of the city to a standstill. Mainly due to the chronic lack of joined up infrastructure, such as the sad excuse of what is currently considered the North Ring Road.</p> <p>Essentially the bus corridors and their restrictions are applying the finishing touches before the foundations have even been built.</p> <p>Mayfield restrictions and The Glen:</p> <p>With the documented plans to implement a new 'no right turn' towards the Middle Glanmire Road from St. Lukes, the blocking of the</p>  | <p>Please see the NTA's response to Issue 7 in this report</p>  |

Ballyhooly Road past Glen Avenue and both the Dillon's Cross and Mayfield ends of the Old Youghal Road being blocked off in favour of becoming bus corridors. The plan from what I can see, is to push all cross city north east bound traffic through The Glen onto the Blackpool end of the existing North Ring Road which is already not fit for purpose.

I find it very odd how there are no maps for the Glen area in either the Mayfield or Blackpool documents, considering for one they appear to be part of the Blackpool bus connects route, but more importantly they will be taking 100% of the traffic that had previously used the above roads that will be blocked off in favour of buses only.

If anyone reading this is familiar with the existing North Ring Road, then they will know that it is subject to 24/7 HGV traffic, along with commuter traffic as it is the only way other than through the City Centre, to traverse to and from the M8/tunnel side of the city towards anywhere on the N20 side of the city. From 7am to 7pm, it can currently take anywhere up to 30mins to travel the 5km from the N20 near the Blackpool shopping centre, towards the Silversprings junction onto the Lower Glanmire Road.

The planned bus corridors will give one of only two options to existing cross city traffic. Either to take the single route through The Glen and join the existing North Ring Road, or to keep travelling through the city centre, along the quays and join the traffic coming from and going towards the tunnel and the east.

Which in turn will mean two already over capacity routes will be further burdened and blocked due to this well intentioned, but flawed plan.

Has any effective modelling been done to show the impact on traffic in both directions on the North Ring Road and into the city centre due to these new planned restrictions?

This plan highlights the decades of neglect on infrastructure on the Northside, as the NTA have never bothered to build a functioning North Ring Road to match and more importantly join up with the existing South Ring Road at any point. Plans for the M20 to Limerick are only part of the solution, as there is a desperate need for a functioning North Ring Road that links up the Ballincollig end, the N20 and the M8 towards the tunnel.

With the above infrastructure, you could actually remove all HGV and commuter traffic that clogs up these roads that were only ever intended for local traffic such as buses. Without it and with these new bus corridors and their restrictions, you will push the existing infrastructure past its breaking point.

#### Finished Product:

As a daily user of the L2998 between Dunkettle and Little Island, I am familiar with the planned final product for the city and suburbs. The L2998 was essentially a straight road with one minor bend. However, since the installation of the extra wide cycle path and new footpaths, there are now random chicanes, additional bends and the narrowing of the road to the point of where busses and HGV traffic have their wing mirrors hanging over into the lane beside them.

In an emergency situation where an ambulance or fire engine require road users to make space, it is now no longer possible to do so on this road, due to both the added narrowness and raised kerbs which, in my own vehicle for example would blow out the tyres if I attempted to mount them to make space.

There is also the unknown element of right of way, as to exit any of the adjoining roads or driveways, you have to stop in the middle of the cycle lanes before pulling out, with no instructions to yield for the likes of cyclists or e-scooter users who are approaching said junctions as vehicles are attempting to pull out onto the main road.

#### Maintenance:

I have not seen any mention of how the new segregated cycle lanes that are part of the bus corridors will be maintained. The Ballyvolane end of the Ballyhooly road has a segregated cycle lane which apart from sitting unused, now collects debris as it cannot or just isn't being cleaned.



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| <p>NTA-C14-795</p> | <p>Having reviewed the maps and planned bus corridors for in particular the Mayfield route, I believe the planned restrictions will bring the North East area of the city to a standstill. Mainly due to the chronic lack of joined up infrastructure, such as the sad excuse of what is currently considered the North Ring Road.</p> <p>Essentially the bus corridors and their restrictions are applying the finishing touches before the foundations have even been built.</p> <p style="text-align: center;"><b>Mayfield restrictions and The Glen:</b></p> <p>With the documented plans to implement a new 'no right turn' towards the Middle Glanmire Road from St. Lukes, the blocking of the Ballyhooly Road past Glen Avenue and both the Dillon's Cross and Mayfield ends of the Old Youghal Road being blocked off in favour of becoming bus corridors. The plan from what I can see, is to push all cross city north east bound traffic through The Glen onto the Blackpool end of the existing North Ring Road which is already not fit for purpose.</p> <p>I find it very odd how there are no maps for the Glen area in either the Mayfield or Blackpool documents, considering for one they appear to be part of the Blackpool bus connects route, but more importantly they will be taking 100% of the traffic that had previously used the above roads that will be blocked off in favour of buses only.</p> <p>If anyone reading this is familiar with the existing North Ring Road, then they will know that it is subject to 24/7 HGV traffic, along with commuter traffic as it is the only way other than through the City Centre, to traverse to and from the M8/tunnel side of the city towards anywhere on the N20 side of the city. From 7am to 7pm, it can currently take anywhere up to 30mins to travel the 5km from the N20 near the Blackpool shopping centre, towards the Silversprings junction onto the Lower Glanmire Road.</p> <p>The planned bus corridors will give one of only two options to existing cross city traffic. Either to take the single route through The Glen and join the existing North Ring Road, or to keep travelling through the city centre, along the quays and join the traffic coming from and going towards the tunnel and the east.</p> <p>Which in turn will mean two already over capacity routes will be further burdened and blocked due to this well intentioned, but flawed plan.</p> <p>Has any effective modelling been done to show the impact on traffic in both directions on the North Ring Road and into the city centre due to these new planned restrictions?</p> <p>This plan highlights the decades of neglect on infrastructure on the Northside, as the NTA have never bothered to build a functioning North Ring Road to match and more importantly join up with the existing South Ring Road at any point. Plans for the M20 to Limerick are only part of the solution, as there is a desperate need for a functioning North Ring Road that links up the Ballincollig end, the N20 and the M8 towards the tunnel.</p> <p>With the above infrastructure, you could actually remove all HGV and commuter traffic that clogs up these roads that were only ever intended for local traffic such as buses. Without it and with these new bus corridors and their restrictions, you will push the existing infrastructure past its breaking point.</p> <p style="text-align: center;"><b>Finished Product:</b></p> <p>As a daily user of the L2998 between Dunkettle and Little Island, I am familiar with the planned final product for the city and suburbs. The L2998 was essentially a straight road with one minor bend. However, since the installation of the extra wide cycle path and new footpaths, there are now random chicanes, additional bends and the narrowing of the road to the point of where busses and HGV traffic have their wing mirrors hanging over into the lane beside them.</p> <p>In an emergency situation where an ambulance or fire engine require road users to make space, it is now no longer possible to do so</p> | <p>Please see the NTA's response to Issue 21 in this report</p> |

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|                    | <p>on this road, due to both the added narrowness and raised kerbs which, in my own vehicle for example would blow out the tyres if I attempted to mount them to make space.</p> <p>There is also the unknown element of right of way, as to exit any of the adjoining roads or driveways, you have to stop in the middle of the cycle lanes before pulling out, with no instructions to yield for the likes of cyclists or e-scooter users who are approaching said junctions as vehicles are attempting to pull out onto the main road.</p> <p style="text-align: center;">Maintenance:</p> <p>I have not seen any mention of how the new segregated cycle lanes that are part of the bus corridors will be maintained. The Ballyvolane end of the Ballyhooly road has a segregated cycle lane which apart from sitting unused, now collects debris as it cannot or just isn't being cleaned.</p>   |   |
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|                    | <p>As a daily user of the L2998 between Dunkettle and Little Island, I am familiar with the planned final product for the city and suburbs. The L2998 was essentially a straight road with one minor bend. However, since the installation of the extra wide cycle path and new footpaths, there are now random chicanes, additional bends and the narrowing of the road to the point of where busses and HGV traffic have their wing mirrors hanging over into the lane beside them.</p> <p>In an emergency situation where an ambulance or fire engine require road users to make space, it is now no longer possible to do so on this road, due to both the added narrowness and raised kerbs which, in my own vehicle for example would blow out the tyres if I attempted to mount them to make space.</p> <p>There is also the unknown element of right of way, as to exit any of the adjoining roads or driveways, you have to stop in the middle of the cycle lanes before pulling out, with no instructions to yield for the likes of cyclists or e-scooter users who are approaching said junctions as vehicles are attempting to pull out onto the main road.</p> <p style="text-align: center;">Maintenance:</p> <p>I have not seen any mention of how the new segregated cycle lanes that are part of the bus corridors will be maintained. The Ballyvolane end of the Ballyhooly road has a segregated cycle lane which apart from sitting unused, now collects debris as it cannot or just isn't being cleaned.</p>  |   |
| <p>NTA-C14-795</p> | <p>Having reviewed the maps and planned bus corridors for in particular the Mayfield route, I believe the planned restrictions will bring the North East area of the city to a standstill. Mainly due to the chronic lack of joined up infrastructure, such as the sad excuse of what is currently considered the North Ring Road.</p> <p>Essentially the bus corridors and their restrictions are applying the finishing touches before the foundations have even been built.</p> <p style="text-align: center;">Mayfield restrictions and The Glen:</p> <p>With the documented plans to implement a new 'no right turn' towards the Middle Glanmire Road from St. Lukes, the blocking of the Ballyhooly Road past Glen Avenue and both the Dillon's Cross and Mayfield ends of the Old Youghal Road being blocked off in favour of becoming bus corridors. The plan from what I can see, is to push all cross city north east bound traffic through The Glen onto the Blackpool end of the existing North Ring Road which is already not fit for purpose.</p> <p>I find it very odd how there are no maps for the Glen area in either the Mayfield or Blackpool documents, considering for one they appear to be part of the Blackpool bus connects route, but more importantly they will be taking 100% of the traffic that had previously used the above roads that will be blocked off in favour of buses only.</p> <p>If anyone reading this is familiar with the existing North Ring Road, then they will know that it is subject to 24/7 HGV traffic, along with commuter traffic as it is the only way other than through the City Centre, to traverse to and from the M8/tunnel side of the city towards anywhere on the N20 side of the city. From 7am to 7pm, it can currently take anywhere up to 30mins to travel the 5km from the N20 near the Blackpool shopping centre, towards the Silversprings junction onto the Lower Glanmire Road.</p> <p>The planned bus corridors will give one of only two options to existing cross city traffic. Either to take the single route through The Glen and join the existing North Ring Road, or to keep travelling through the city centre, along the quays and join the traffic coming from and going towards the tunnel and the east.</p> <p>Which in turn will mean two already over capacity routes will be further burdened and blocked due to this well intentioned, but flawed plan.</p> <p>Has any effective modelling been done to show the impact on traffic in both directions on the North Ring Road and into the city centre due to these new planned restrictions?</p> <p>This plan highlights the decades of neglect on infrastructure on the Northside, as the NTA have never bothered to build a functioning North Ring Road to match and more importantly join up with the existing South Ring Road at any point. Plans for the M20 to Limerick are only part of the solution, as there is a desperate need for a functioning North Ring Road that links up the Ballincollig end, the N20 and the M8 towards the tunnel.</p> | <p>Please see the NTA's response to Issue 18 in this report</p> |

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|                           | <p>With the above infrastructure, you could actually remove all HGV and commuter traffic that clogs up these roads that were only ever intended for local traffic such as buses. Without it and with these new bus corridors and their restrictions, you will push the existing infrastructure past its breaking point.</p> <p style="text-align: center;">Finished Product:</p> <p>As a daily user of the L2998 between Dunkettle and Little Island, I am familiar with the planned final product for the city and suburbs. The L2998 was essentially a straight road with one minor bend. However, since the installation of the extra wide cycle path and new footpaths, there are now random chicanes, additional bends and the narrowing of the road to the point of where busses and HGV traffic have their wing mirrors hanging over into the lane beside them.</p> <p>In an emergency situation where an ambulance or fire engine require road users to make space, it is now no longer possible to do so on this road, due to both the added narrowness and raised kerbs which, in my own vehicle for example would blow out the tyres if I attempted to mount them to make space.</p> <p>There is also the unknown element of right of way, as to exit any of the adjoining roads or driveways, you have to stop in the middle of the cycle lanes before pulling out, with no instructions to yield for the likes of cyclists or e-scooter users who are approaching said junctions as vehicles are attempting to pull out onto the main road.</p> <p style="text-align: center;">Maintenance:</p> <p>I have not seen any mention of how the new segregated cycle lanes that are part of the bus corridors will be maintained. The Ballyvolane end of the Ballyhooly road has a segregated cycle lane which apart from sitting unused, now collects debris as it cannot or just isn't being cleaned.</p>  |  |
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|                               | <p>due to these new planned restrictions?</p> <p>This plan highlights the decades of neglect on infrastructure on the Northside, as the NTA have never bothered to build a functioning North Ring Road to match and more importantly join up with the existing South Ring Road at any point. Plans for the M20 to Limerick are only part of the solution, as there is a desperate need for a functioning North Ring Road that links up the Ballincollig end, the N20 and the M8 towards the tunnel.</p> <p>With the above infrastructure, you could actually remove all HGV and commuter traffic that clogs up these roads that were only ever intended for local traffic such as buses. Without it and with these new bus corridors and their restrictions, you will push the existing infrastructure past its breaking point.</p> <p>Finished Product:</p> <p>As a daily user of the L2998 between Dunkettle and Little Island, I am familiar with the planned final product for the city and suburbs. The L2998 was essentially a straight road with one minor bend. However, since the installation of the extra wide cycle path and new footpaths, there are now random chicanes, additional bends and the narrowing of the road to the point of where busses and HGV traffic have their wing mirrors hanging over into the lane beside them.</p> <p>In an emergency situation where an ambulance or fire engine require road users to make space, it is now no longer possible to do so on this road, due to both the added narrowness and raised kerbs which, in my own vehicle for example would blow out the tyres if I attempted to mount them to make space.</p> <p>There is also the unknown element of right of way, as to exit any of the adjoining roads or driveways, you have to stop in the middle of the cycle lanes before pulling out, with no instructions to yield for the likes of cyclists or e-scooter users who are approaching said junctions as vehicles are attempting to pull out onto the main road.</p> <p>Maintenance:</p> <p>I have not seen any mention of how the new segregated cycle lanes that are part of the bus corridors will be maintained. The Ballyvolane end of the Ballyhooly road has a segregated cycle lane which apart from sitting unused, now collects debris as it cannot or just isn't being cleaned.</p> |  |
| <b>NTA-C14-693_Attachment</b> | <p>Attachment. Summary:</p> <p>Support for the overall BusConnects Scheme, the revised plans on Summerhill North, the public realm improvements and the acknowledgement of the importance or character, heritage and bus services in the local area.</p>   | Please see the NTA's response to Issue 20 in this report |
| <b>NTA-C14-693_Attachment</b> | <p>Attachment. Summary:</p> <p>Comment to remind of the importance of pedestrian safety in Summerhill North with issues relating to the increase in speeds and reduction in footpath widths</p>  | Please see the NTA's response to Issue 15 in this report |
| <b>NTA-C14-695</b>            | <p>As a resident of Montenotte Road, I have noticed over time that the traffic on Lover's Walk and Middle Glanmire Road is steadily increasing and often blocked since both roads are very narrow in places. There are more housing developments on both Lover's Walk and the Middle Glanmire Road that will, once finished, further add to the traffic congestion. Since Lover's Walk is used by traffic coming from Mayfield going to the city and back as a through road and shortcut, it would be important to restrict the use of Lover's Walk to residents only. Since Middle Glanmire Road is designated as a quiet road shared by both cyclists as well as motorists, measures will have to be taken to reduce the amount of traffic on this road. At this point in time Middle Glanmire Road is often so congested that it is not even suitable for pedestrians.</p>  | Please see the NTA's response to Issue 19 in this report |
| <b>NTA-C14-696</b>            | <p>We would like to voice our objection to the proposed changes at Iona Rd , the idea of cycle lanes replacing existing car park spaces is awful and would be a huge disadvantage to local businesses as well as the community who rely on these businesses daily. Elaine and Jim Kirwan</p>   | Please see the NTA's response to Issue 11 in this report |

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| NTA-C14-698_Attachment | Attachment. Summary:<br>Support for the overall BusConnects Scheme, the revised plans on Summerhill North, the public realm improvements and the acknowledgement of the importance or character, heritage and bus services in the local area.  | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-698_Attachment | Attachment. Summary:<br>Comment to remind of the importance of pedestrian safety in Summerhill North with issues relating to the increase in speeds and reduction in footpath widths   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-699_Attachment | Attachment. Summary:<br>Support for the overall BusConnects Scheme, the revised plans on Summerhill North, the public realm improvements and the acknowledgement of the importance or character, heritage and bus services in the local area.  | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-699_Attachment | Attachment. Summary:<br>Comment to remind of the importance of pedestrian safety in Summerhill North with issues relating to the increase in speeds and reduction in footpath widths   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-799            | I think it's outrageous to do a bus corridor here. Who in their right mind cycles up and down that steep hill?? Nobody. The parking outside the residencies and the businesses are thoroughly needed. Taking them away will cause fierce issues and a decrease of people using services. This will be completely awkward for elderly people who use the salon and chemist as of regularly who need a close parking space. It is also a disaster for residences who will have nowhere else to park who don't have parking spaces in their homes. I have lived here in this area 26 years and I never seen a person cycle up or down the hill from the guard station upwards. And I won't see anyone cycle it either if the cycle corridor is made. There is plenty enough space for parking and buses at the moment and will only be ruining the area if you remove this for the people living here   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-799            | I think it's outrageous to do a bus corridor here. Who in their right mind cycles up and down that steep hill?? Nobody. The parking outside the residencies and the businesses are thoroughly needed. Taking them away will cause fierce issues and a decrease of people using services. This will be completely awkward for elderly people who use the salon and chemist as of regularly who need a close parking space. It is also a disaster for residences who will have nowhere else to park who don't have parking spaces in their homes. I have lived here in this area 26 years and I never seen a person cycle up or down the hill from the guard station upwards. And I won't see anyone cycle it either if the cycle corridor is made. There is plenty enough space for parking and buses at the moment and will only be ruining the area if you remove this for the people living here   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-799            | I think it's outrageous to do a bus corridor here. Who in their right mind cycles up and down that steep hill?? Nobody. The parking outside the residencies and the businesses are thoroughly needed. Taking them away will cause fierce issues and a decrease of people using services. This will be completely awkward for elderly people who use the salon and chemist as of regularly who need a close parking space. It is also a disaster for residences who will have nowhere else to park who don't have parking spaces in their homes. I have lived here in this area 26 years and I never seen a person cycle up or down the hill from the guard station upwards. And I won't see anyone cycle it either if the cycle corridor is made. There is plenty enough space for parking and buses at the moment and will only be ruining the area if you remove this for the people living here   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-804            | We have a Barbershop on Colmcille Avenue, if the proposed changes take place then it will impact greatly on our business along with other businesses alongside us.<br>We all rely heavily on the on street parking outside our doors for our customers especially the elderly and disabled to gain easy access...deliveries is also a huge issue if these changes proceed...along with general maintenance to all our premises...tradesmen need to be able to park outside to do any work that needs doing.<br>We don't have any clients arriving to us on bikes...we do have a lot of clients from cope foundation arriving in mini buses as they are unable to walk, we do have elderly clients that get dropped as they also have walking difficulties.<br>We would also object to changes to the 208 bus which is a great service to our area and has been for many many years...a lot of our customers use this service to get to us....replacing this service with the new proposed one would also impact our businesses | Please see the NTA's response to Issue 11 in this report |

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|                           | <p>negatively...along with the new proposed bus gates would increase traffic along Colmcille Avenue...which is already a very busy route as it is.</p> <p>The trees along Colmcille Avenue are beautiful...they didn't grow overnight...please leave them be.</p> <p>Regards<br/>Grace Byrne</p>  |   |
| <p><b>NTA-C14-804</b></p> | <p>We have a Barbershop on Colmcille Avenue, if the proposed changes take place then it will impact greatly on our business along with other businesses alongside us.</p> <p>We all rely heavily on the on street parking outside our doors for our customers especially the elderly and disabled to gain easy access...deliveries is also a huge issue if these changes proceed...along with general maintenance to all our premises...tradesmen need to be able to park outside to do any work that needs doing.</p> <p>We don't have any clients arriving to us on bikes...we do have a lot of clients from cope foundation arriving in mini buses as they are unable to walk, we do have elderly clients that get dropped as they also have walking difficulties.</p> <p>We would also object to changes to the 208 bus which is a great service to our area and has been for many many years...a lot of our customers use this service to get to us....replacing this service with the new proposed one would also impact our businesses negatively...along with the new proposed bus gates would increase traffic along Colmcille Avenue...which is already a very busy route as it is.</p> <p>The trees along Colmcille Avenue are beautiful...they didn't grow overnight...please leave them be.</p> <p>Regards<br/>Grace Byrne</p> | <p>Please see the NTA's response to Issue 5 in this report</p>  |
| <p><b>NTA-C14-804</b></p> | <p>We have a Barbershop on Colmcille Avenue, if the proposed changes take place then it will impact greatly on our business along with other businesses alongside us.</p> <p>We all rely heavily on the on street parking outside our doors for our customers especially the elderly and disabled to gain easy access...deliveries is also a huge issue if these changes proceed...along with general maintenance to all our premises...tradesmen need to be able to park outside to do any work that needs doing.</p> <p>We don't have any clients arriving to us on bikes...we do have a lot of clients from cope foundation arriving in mini buses as they are unable to walk, we do have elderly clients that get dropped as they also have walking difficulties.</p> <p>We would also object to changes to the 208 bus which is a great service to our area and has been for many many years...a lot of our customers use this service to get to us....replacing this service with the new proposed one would also impact our businesses negatively...along with the new proposed bus gates would increase traffic along Colmcille Avenue...which is already a very busy route as it is.</p> <p>The trees along Colmcille Avenue are beautiful...they didn't grow overnight...please leave them be.</p> <p>Regards<br/>Grace Byrne</p> | <p>Please see the NTA's response to Issue 7 in this report</p>  |
| <p><b>NTA-C14-804</b></p> | <p>We have a Barbershop on Colmcille Avenue, if the proposed changes take place then it will impact greatly on our business along with other businesses alongside us.</p> <p>We all rely heavily on the on street parking outside our doors for our customers especially the elderly and disabled to gain easy access...deliveries is also a huge issue if these changes proceed...along with general maintenance to all our premises...tradesmen need to be able to park outside to do any work that needs doing.</p> <p>We don't have any clients arriving to us on bikes...we do have a lot of clients from cope foundation arriving in mini buses as they are unable to walk, we do have elderly clients that get dropped as they also have walking difficulties.</p> <p>We would also object to changes to the 208 bus which is a great service to our area and has been for many many years...a lot of our customers use this service to get to us....replacing this service with the new proposed one would also impact our businesses negatively...along with the new proposed bus gates would increase traffic along Colmcille Avenue...which is already a very busy route</p>   | <p>Please see the NTA's response to Issue 14 in this report</p> |



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|                           | <p>as it is.<br/>                 The trees along Colmcille Avenue are beautiful...they didn't grow overnight...please leave them be.<br/>                 Regards<br/>                 Grace Byrne</p>   |  |
| <p><b>NTA-C14-806</b></p> | <p>To whom it may concern</p> <p>I wish to object to the bus gate from mayfield to city</p> <p>I have a hair salon mirror mirror in iona park 10 years and am a resident there nearly 36 years it is a very mature settled area we have loads of clients with mobility issues that need to be dropped at door step the bike lanes would prevent this access point</p> <p>Alsi the proposed 8 to 10 parking spaces across the road will not be a sutible alternative as in my business alone I staff 10 staff members. I feel it a huge necessity to have a functioning business is parking in area on doorstep mainly for clients but staff alike or i fear my business would have to close its door should I lose staff or and both clients as a result</p> <p>Also to note there are not cyclists in this area should u venture up to the area and observe u will see we hugely depend on these parking spaces</p> <p>I urge u to retract thr submission as the current system has no flaws</p> <p>Kind regards<br/>                 Amanda looney<br/>                 Mirror mirror hair salon<br/>                 Iona park mayfield T23 YRN3</p> | <p>Please see the NTA's response to Issue 7 in this report</p> |
| <p><b>NTA-C14-806</b></p> | <p>To whom it may concern</p> <p>I wish to object to the bus gate from mayfield to city</p> <p>I have a hair salon mirror mirror in iona park 10 years and am a resident there nearly 36 years it is a very mature settled area we have loads of clients with mobility issues that need to be dropped at door step the bike lanes would prevent this access point</p> <p>Alsi the proposed 8 to 10 parking spaces across the road will not be a sutible alternative as in my business alone I staff 10 staff members. I feel it a huge necessity to have a functioning business is parking in area on doorstep mainly for clients but staff alike or i fear my business would have to close its door should I lose staff or and both clients as a result</p> <p>Also to note there are not cyclists in this area should u venture up to the area and observe u will see we hugely depend on these parking spaces</p> <p>I urge u to retract thr submission as the current system has no flaws</p> <p>Kind regards<br/>                 Amanda looney</p>  | <p>Please see the NTA's response to Issue 2 in this report</p> |

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|             | Mirror mirror hair salon<br>Iona park mayfield T23 YRN3  |  |
| NTA-C14-806 | <p>To whom it may concern</p> <p>I wish to object to the bus gate from mayfield to city</p> <p>I have a hair salon mirror mirror in iona park 10 years and am a resident there nearly 36 years it is a very mature settled area we have loads of clients with mobility issues that need to be dropped at door step the bike lanes would prevent this access point</p> <p>Alsi the proposed 8 to 10 parking spaces across the road will not be a sutible alternative as in my business alone I staff 10 staff members. I feel it a huge necessity to have a functioning business is parking in area on doorstep mainly for clients but staff alike or i fear my business would have to close its door should I lose staff or and both clients as a result</p> <p>Also to note there are not cyclists in this area should u venture up to the area and observe u will see we hugely depend on these parking spaces</p> <p>I urge u to retract thr submission as the current system has no flaws</p> <p>Kind regards<br/>Amanda looney<br/>Mirror mirror hair salon<br/>Iona park mayfield T23 YRN3</p>   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-813 | <p>The proposed no right turn at St Lukes Cross from Summerhill North onto the Middle Glanmire Road, when taken with the proposed no vehicular access on York Hill from Summerhill North, means that motorists, driving north from the City Centre and wishing to access the Middle Glanmire Road, will have two undesirable alternative options:</p> <ol style="list-style-type: none"> <li>1. Access Wellington Road via Camden Quay and North City link Road in order to get onto the Middle Glanmire Road at St luke's Cross- an extra journey of approx 3 -4 km. In addition, this option will bring more traffic onto Wellington Road, which is designated a quiet route under the Plan.</li> <li>2. Take either Gardiners Hill or Old Youghal Road to access the Leycester Lane junction with the Middle Glanmire Road. This junction is dangeous as it presents a blind spot to motorists coming from Leycester Lane. This option will increase the volume of traffic coming to this junction and will lead to traffic delays.</li> </ol> <p>Additionally large vehicles, particularly buses, will not be able to access into the Montenotte Hotel on the Middle Glanmire Road from the direction of the Leycester Lane junction due to the nature of the entrance to the hotel site and the relative narrowness of the road. if they attempt to do so it will lead to increased traffic delays.</p> | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-821 | <p>As a resident of [personal information redacted], Colmcille Avenue, Mayfield for 3 number of years I wish to object in the strongest possible terms with the Mayfield to City BusConnects proposal. My home was built as part of one of the longest established housing developments in Mayfield, the houses built in the late 1940's / 1950's with many homes still being occupied by the same families. In this case however I firmly believe that, whilst the Preferred Route Options may very well benefit others, they will have a hugely negative impact on the quality of life for myself and my family both now and in the future.</p> <p>Cycle Lanes</p>   | Please see the NTA's response to Issue 9 in this report  |

The proposals do not seem to consider that we live in an area with steep hills with limited usage by cyclists and we are being asked to accept cycle lanes on both sides of Colmcille Avenue resulting in:

- The loss of carparking for our neighbourhood businesses and a large number of residents who do not have driveways and have always relied on on-street parking in Colmcille Avenue.
- The removal of all of the trees along one side of Colmcille Avenue – on page 21 of the NTA publication, “Mayfield To City, Sustainable Transport Corridor – Public Consultation March 2023”, one of the Key Facts stated is that approximately 4 roadside trees may be removed – all 4 of these trees are on Colmcille Avenue.
- The reduction of footpath widths to 2m and the positioning of a cycle lane alongside the footpaths with a major loss of one of the most important amenities in the locality. These footpaths are the most popular walking area in the Mayfield area, enjoyed by all ages and abilities. I regularly walk on these paths with my children and we really enjoy walking around Colmcille Avenue as we can walk with ease with buggies on these footpaths and enjoy the feel of the area with lovely trees and paths where we can stop and chat to other people as we exercise in the area. There aren't too many places available for this in Mayfield and there is a complete lack of regard for the local needs of people in this plan.
- The narrowing of these footpaths will have a negative impact on their use throughout the day by a large centre, long-term residential units and respite units for people with special needs, all of which are fully integrated and welcomed in our community.
- The complete lack of a proper safety and risk assessment of usage by cyclists, pedestrians and residents on a steep hill with multiple access points with poor visibility for pedestrians, cyclists and road users especially at the steep part of the hill where we live.

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- The loss of carparking for our neighbourhood businesses and a large number of residents who do not have driveways and have always relied on on-street parking in Colmcille Avenue.
- The removal of all of the trees along one side of Colmcille Avenue – on page 21 of the NTA publication, “Mayfield To City, Sustainable Transport Corridor – Public Consultation March 2023”, one of the Key Facts stated is that approximately 4 roadside trees may be removed – all 4 of these trees are on Colmcille Avenue.
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always relied on on-street parking in Colmcille Avenue.

- The removal of all of the trees along one side of Colmcille Avenue – on page 21 of the NTA publication, “Mayfield To City, Sustainable Transport Corridor – Public Consultation March 2023”, one of the Key Facts stated is that approximately 4 roadside trees may be removed – all 4 of these trees are on Colmcille Avenue.
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|             | <p>In addition, the current proposal allows for a straight-ahead restriction for general traffic on Ballyhooly Road at Glen Avenue during morning peak hours; an outbound bus gate at the same location during evening peak hours and a proposed left turn ban from Old Youghal Road onto Gordon's Hill. These, I believe, will further add to the increase in traffic through our neighbourhood.</p> <p>There was no traffic data submitted by the NTA as part of these proposals. The changes in traffic flows were proposed without any real time analysis or modelling of the current volumes using these roads and the potential increases in traffic if this current plan is unchanged. How then can the NTA stand over the comments that there will no increase in the flow of traffic along Colmcille Avenue and other areas adjoining it from these proposals?</p> <p>I believe that myself and other residents in this area of Mayfield are being unfairly penalised and are being expected to carry far too many of the negative impacts and burdens associated with the proposals as currently drafted. Far from achieving the NTA's stated aim of "... an enhanced bus system that is better for the city, its people and the environment" and their stated benefits of improved urban realm and accessibility for all, I firmly believe that the proposals as currently drafted will have a detrimental impact on all of us in our area for many a long year to come.</p>  |  |
| NTA-C14-833 | <p>I work in the local area and if parking is taken away from outside my place of work I will no longer be able to drive to work there is no bus route that will take me there either In less than an hour and (drive time 15 minute) also our clients will have no parking and this is not fair on eardlerly who need dropped to the door</p>   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-836 | <p>I am writing to express my strong disapproval to the proposed Mayfield to City Sustainable Transport Corridor (STC B) that is set to commence at the Tinker's Cross intersection of the North Ring Road (R635) and Old Youghal Road. While I understand the importance of sustainable transport initiatives and the need to enhance transportation infrastructure, I believe that the current proposal raises significant concerns regarding environmental impact and the obstruction of the right of way.</p> <p>Firstly, one of the key concerns I would like to raise pertains to the unnecessary cutting down of trees along the proposed corridor. Trees play a vital role in our ecosystem by purifying the air, reducing noise pollution, and providing habitat for various species. Removing these trees would not only disrupt the natural landscape but also negatively impact the overall environmental well-being of the area. I strongly urge the city planning department to consider alternative routes or design modifications that can minimize the removal of trees and preserve the existing greenery.</p> <p>Furthermore, the proposed corridor appears to hinder the right of way for motorized transportation users. It is essential to prioritize the safety and convenience of all road users, and any development should strive to promote inclusive and sustainable mobility. Blocking or limiting the right of way for motorist would contradict the objective of the sustainable transport corridor and potentially discourage non-motorized transportation options. I urge the planning department to reevaluate the design to ensure the provision of safe and unobstructed paths for all road users.</p> <p>In light of these concerns, I request that the city planning department reconsiders the current proposal for the Mayfield to City Sustainable Transport Corridor (STC B). I strongly believe that a more comprehensive and environmentally conscious approach should be taken, one that considers alternative routes, minimizes tree removal, and ensures the unobstructed right of way for all road users. Engaging with local environmental organizations and seeking public input during the planning process can also provide valuable insights and suggestions for a more sustainable and community-friendly development.</p> | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-836 | <p>I am writing to express my strong disapproval to the proposed Mayfield to City Sustainable Transport Corridor (STC B) that is set to commence at the Tinker's Cross intersection of the North Ring Road (R635) and Old Youghal Road. While I understand the importance of sustainable transport initiatives and the need to enhance transportation infrastructure, I believe that the current proposal raises significant concerns regarding environmental impact and the obstruction of the right of way.</p> <p>Firstly, one of the key concerns I would like to raise pertains to the unnecessary cutting down of trees along the proposed corridor. Trees play a vital role in our ecosystem by purifying the air, reducing noise pollution, and providing habitat for various species.</p>   | Please see the NTA's response to Issue 19 in this report |

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|                           | <p>Removing these trees would not only disrupt the natural landscape but also negatively impact the overall environmental well-being of the area. I strongly urge the city planning department to consider alternative routes or design modifications that can minimize the removal of trees and preserve the existing greenery.</p> <p>Furthermore, the proposed corridor appears to hinder the right of way for motorized transportation users. It is essential to prioritize the safety and convenience of all road users, and any development should strive to promote inclusive and sustainable mobility. Blocking or limiting the right of way for motorist would contradict the objective of the sustainable transport corridor and potentially discourage non-motorized transportation options. I urge the planning department to reevaluate the design to ensure the provision of safe and unobstructed paths for all road users.</p> <p>In light of these concerns, I request that the city planning department reconsiders the current proposal for the Mayfield to City Sustainable Transport Corridor (STC B). I strongly believe that a more comprehensive and environmentally conscious approach should be taken, one that considers alternative routes, minimizes tree removal, and ensures the unobstructed right of way for all road users. Engaging with local environmental organizations and seeking public input during the planning process can also provide valuable insights and suggestions for a more sustainable and community-friendly development.</p>   |   |
| <p><b>NTA-C14-836</b></p> | <p>I am writing to express my strong disapproval to the proposed Mayfield to City Sustainable Transport Corridor (STC B) that is set to commence at the Tinker's Cross intersection of the North Ring Road (R635) and Old Youghal Road. While I understand the importance of sustainable transport initiatives and the need to enhance transportation infrastructure, I believe that the current proposal raises significant concerns regarding environmental impact and the obstruction of the right of way.</p> <p>Firstly, one of the key concerns I would like to raise pertains to the unnecessary cutting down of trees along the proposed corridor. Trees play a vital role in our ecosystem by purifying the air, reducing noise pollution, and providing habitat for various species. Removing these trees would not only disrupt the natural landscape but also negatively impact the overall environmental well-being of the area. I strongly urge the city planning department to consider alternative routes or design modifications that can minimize the removal of trees and preserve the existing greenery.</p> <p>Furthermore, the proposed corridor appears to hinder the right of way for motorized transportation users. It is essential to prioritize the safety and convenience of all road users, and any development should strive to promote inclusive and sustainable mobility. Blocking or limiting the right of way for motorist would contradict the objective of the sustainable transport corridor and potentially discourage non-motorized transportation options. I urge the planning department to reevaluate the design to ensure the provision of safe and unobstructed paths for all road users.</p> <p>In light of these concerns, I request that the city planning department reconsiders the current proposal for the Mayfield to City Sustainable Transport Corridor (STC B). I strongly believe that a more comprehensive and environmentally conscious approach should be taken, one that considers alternative routes, minimizes tree removal, and ensures the unobstructed right of way for all road users. Engaging with local environmental organizations and seeking public input during the planning process can also provide valuable insights and suggestions for a more sustainable and community-friendly development.</p> | <p>Please see the NTA's response to Issue 7 in this report</p>  |
| <p><b>NTA-C14-836</b></p> | <p>I am writing to express my strong disapproval to the proposed Mayfield to City Sustainable Transport Corridor (STC B) that is set to commence at the Tinker's Cross intersection of the North Ring Road (R635) and Old Youghal Road. While I understand the importance of sustainable transport initiatives and the need to enhance transportation infrastructure, I believe that the current proposal raises significant concerns regarding environmental impact and the obstruction of the right of way.</p> <p>Firstly, one of the key concerns I would like to raise pertains to the unnecessary cutting down of trees along the proposed corridor. Trees play a vital role in our ecosystem by purifying the air, reducing noise pollution, and providing habitat for various species. Removing these trees would not only disrupt the natural landscape but also negatively impact the overall environmental well-being of the area. I strongly urge the city planning department to consider alternative routes or design modifications that can minimize the removal of trees and preserve the existing greenery.</p> <p>Furthermore, the proposed corridor appears to hinder the right of way for motorized transportation users. It is essential to prioritize the safety and convenience of all road users, and any development should strive to promote inclusive and sustainable mobility.</p>   | <p>Please see the NTA's response to Issue 17 in this report</p> |

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|                    | <p>Blocking or limiting the right of way for motorist would contradict the objective of the sustainable transport corridor and potentially discourage non-motorized transportation options. I urge the planning department to reevaluate the design to ensure the provision of safe and unobstructed paths for all road users.</p> <p>In light of these concerns, I request that the city planning department reconsiders the current proposal for the Mayfield to City Sustainable Transport Corridor (STC B). I strongly believe that a more comprehensive and environmentally conscious approach should be taken, one that considers alternative routes, minimizes tree removal, and ensures the unobstructed right of way for all road users.</p> <p>Engaging with local environmental organizations and seeking public input during the planning process can also provide valuable insights and suggestions for a more sustainable and community-friendly development.</p>   |   |
| <p>NTA-C14-678</p> | <p>Dear Sir/Madam,</p> <p>Submission to the Public Consultation on the BusConnects Cork Sustainable Transport Corridors / B. Mayfield &amp; City Preferred Route Option</p> <p>As a resident of the Summerhill North/St Lukes area I would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &amp; City.</p> <p>I understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context I am fully supportive of the revised plan for Summerhill North. I would like to thank the NTA for engaging positive with our residents' association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the addition of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and reduction in footpath widths.</p> <p>I believe the current proposal will deliver the requisite efficiency in terms of bus service by way of a peak time bus gate and will not have a disproportionately detrimental impact on the residents of Summerhill North. Summerhill North is an Architectural Conservation Area as well as a vibrant and sustainable urban village. We have a diverse and multi-generational community, which we intend to protect and foster. As a resident of this active and closeknit community, I am happy to support proposals such as the current BusConnects plan that lead to greater community cohesion and sustainability.</p> <p>I note page 19 of the Draft Plan states that the proposed works in the area will include "Public Realm works including improved and enhanced street spaces and landscaping". I would strongly welcome this initiative to improve the public realm along Summerhill North.</p> <p>I look forward to working with the NTA in ensuring that the final design remains a positive development for our community and the city as a whole.</p> <p>Yours faithfully,<br/>         Nuala Fenton.<br/>         Sean Fenton.</p> | <p>Please see the NTA's response to Issue 20 in this report</p> |
| <p>NTA-C14-837</p> | <p>Dear Sir/Madam,</p> <p>The current proposal, as it stands, to ban all traffic from turning right onto Middle Glanmire Road from Summerhill North is completely devoid of merit and flies in the face of one of the many of the objectives of the BusConnect scheme, -not least because it would only lead to further traffic congestion on the neighbouring roads.</p> <p>Middle Glanmire road is already a relatively quiet road but one that services:</p>   | <p>Please see the NTA's response to Issue 7 in this report</p>  |

1. A number of substantial residential estates such as Arbutus Montenotte, Ard Na Laoi, Merrion Court, Springfort Crescent and The Orchards to mention just a few.
  2. The Montenotte Hotel - a 4-Star Hotel that employs circa 130 people locally and takes multiple daily deliveries in large delivery trucks and regularly has huge tour buses bringing and collecting guests.
  3. Care Choice Montenotte that provides both long and short-term care to adults with dependency needs and that requires access by emergency services on a regular basis.
  4. Cope Foundation who receive minibuses of people with intellectual difficulties on a daily basis.
  5. Scoil Eanna - a Primary school providing education to children with intellectual difficulties.
  6. This is also the most direct route to one of Cork city's main Garda stations, that of Mayfield. Any frustration of this route would only lead to the lengthening of the response time from the Gardai - a very unfortunate consequence of this No right Turn!
- As you can see there is location-specific traffic on this short and direct route along the Middle Glanmire Road and to tamper with same is likely to have huge unintended consequences.
- There is also the very real prospect of diverting all of this traffic, that would be prevented from turning right, over past an already very congested area in front of O'Keeffe's shop and over to Military Hill to circle around and come back to Luke's cross and straight on to Middle Glanmire Road! This will inevitably lead to completely unacceptable levels of traffic in St Luke's by doubling up on the traffic coming from the Wellington Road direction.
- A similar traffic reaction is likely to occur at the foot of Gardiners Hill.
- It is hard to accept that there could ever be evidence to support a ban on turning right onto Middle Glanmire Road. A similar proposal at the bottom of Gardiners Hill was part of a previous iteration, and appropriately was removed in the current iteration.
- Apart from leading to huge congestion in and around the St Luke's area by motorists trying to avoid the 1.5 - 2km alternative route through busy and narrow streets, funnelling all of the Middle Glanmire Road traffic onto an already busy alternative route is completely lacking in logic and likely to simply lead to a similar situation which is currently in operation at the top of O'Mahoney's avenue where a No Right Turn is continuously ignored!
- A more logical alternative might be the installation of Traffic lights where the green light for traffic to turn right onto Middle Glanmire Road would coincide with the bus stopping outside the post office, which already stops all traffic coming from the northern direction currently.
- There are many ways to improve traffic flow in and around the St Luke's area but a No Right Turn on to Middle Glanmire Road is certainly not one of them and will only lead to huge traffic congestion and build-up in and around any alternative route. You would also end up shuttling hundreds of more cars daily past an already very busy school (St. Patricks) which is hardly desirable either.
- For all of the above reasons it is imperative that the proposal to install a No Right Turn at St Luke's onto Middle Glanmire Road is dropped immediately.

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| <p>NTA-C14-837</p> | <p style="text-align: center;">Dear Sir/Madam,</p> <p>The current proposal, as it stands, to ban all traffic from turning right onto Middle Glanmire Road from Summerhill North is completely devoid of merit and flies in the face of one of the many of the objectives of the BusConnect scheme, -not least because it would only lead to further traffic congestion on the neighbouring roads.</p> <p style="text-align: center;">Middle Glanmire road is already a relatively quiet road but one that services:</p> <ol style="list-style-type: none"> <li>1. A number of substantial residential estates such as Arbutus Montenotte, Ard Na Laoi, Merrion Court, Springfort Crescent and The Orchards to mention just a few.</li> <li>2. The Montenotte Hotel - a 4-Star Hotel that employs circa 130 people locally and takes multiple daily deliveries in large delivery trucks and regularly has huge tour buses bringing and collecting guests.</li> <li>3. Care Choice Montenotte that provides both long and short-term care to adults with dependency needs and that requires access by emergency services on a regular basis.</li> <li>4. Cope Foundation who receive minibuses of people with intellectual difficulties on a daily basis.</li> <li>5. Scoil Eanna - a Primary school providing education to children with intellectual difficulties.</li> <li>6. This is also the most direct route to one of Cork city's main Garda stations, that of Mayfield. Any frustration of this route would only lead to the lengthening of the response time from the Gardai - a very unfortunate consequence of this No right Turn!</li> </ol> <p>As you can see there is location-specific traffic on this short and direct route along the Middle Glanmire Road and to tamper with same is likely to have huge unintended consequences.</p> <p>There is also the very real prospect of diverting all of this traffic, that would be prevented from turning right, over past an already very congested area in front of O'Keeffe's shop and over to Military Hill to circle around and come back to Luke's cross and straight on to Middle Glanmire Road! This will inevitably lead to completely unacceptable levels of traffic in St Luke's by doubling up on the traffic coming from the Wellington Road direction.</p> <p style="text-align: center;">A similar traffic reaction is likely to occur at the foot of Gardiners Hill.</p> <p>It is hard to accept that there could ever be evidence to support a ban on turning right onto Middle Glanmire Road. A similar proposal at the bottom of Gardiners Hill was part of a previous iteration, and appropriately was removed in the current iteration.</p> <p>Apart from leading to huge congestion in and around the St Luke's area by motorists trying to avoid the 1.5 - 2km alternative route through busy and narrow streets, funnelling all of the Middle Glanmire Road traffic onto an already busy alternative route is completely lacking in logic and likely to simply lead to a similar situation which is currently in operation at the top of O'Mahoney's avenue where a No Right Turn is continuously ignored!</p> <p>A more logical alternative might be the installation of Traffic lights where the green light for traffic to turn right onto Middle Glanmire Road would coincide with the bus stopping outside the post office, which already stops all traffic coming from the northern direction currently.</p> | <p>Please see the NTA's response to Issue 19 in this report</p> |
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|                    | <p>There are many ways to improve traffic flow in and around the St Luke's area but a No Right Turn on to Middle Glanmire Road is certainly not one of them and will only lead to huge traffic congestion and build-up in and around any alternative route. You would also end up shuttling hundreds of more cars daily past an already very busy school (St. Patricks) which is hardly desirable either.</p> <p>For all of the above reasons it is imperative that the proposal to install a No Right Turn at St Luke's onto Middle Glanmire Road is dropped immediately.</p>  |   |
| <p>NTA-C14-844</p> | <p>I would like to make a submission against the proposed changes on Iona Park and Colmcille Avenue.</p> <p>New Toucan crossing – you have listed a new pedestrian crossing but I am trying to understand why you are moving the existing crossing to a new section. The crossing at present is perfectly located where it is (by Kerry Rd). I have a number of concerns in relation to the moving of this crossing. There are a number of Cope students that use the 208 bus. They alight in the morning and wait for the bus in afternoon and can cross the road without any issue. Moving this crossing to a new position will make them have to cross the junction at Kerry Road without any lights which is extremely dangerous for them and other road user. As a cyclist you will not cycle up a hill for approx 30 meters to cross the road with a bike. Coming down Middle Glanmire Rd, you will just simply cross on the road on the roadway. If you retain the existing crossing, it is right next to end of the Middle Glanmire road and is much better placed for pedestrians and cyclists alike. This new crossing is directly on our driveway. Like the majority of households, we have more than 1 car. Having this new crossing in the new location will make it dangerous for us to enter and exit our driveway as 1. Our driveway is narrow and 2. we have a blind spot when exiting our driveway. To move our cars, we have to park them outside our house. Due to the proposal of the new crossing and removing of on street parking, it will make this extremely difficult. Also, you are not allowed to park 15 metres before and 5 metres after a pedestrian crossing which would make us not adhere to the rules of the road. To enter our drive we have pull in on the road and reverse as you should not reverse on to a main road. To do this with a crossing at our drive would again make this dangerous for us, other road user, pedestrians and cyclist. Potential removal of speed ramps – while I personally find these ramps a little too high and am in favour of them not being removed. They have helped with cars reducing speed going up and down the road and have been of great help for us to enter and exit our drive. Removal of trees (5 not 4) – I note that you have listed 4 trees that will be removed from Iona Park/Colmcille Avenue but you are missing a tree that is not listed on the plan (next to the proposed crossing, tree to the right and left). This is a beautiful Cheery Blossom tree which helps the bees to pollinate early in the spring. Removal of this and the other trees on the road will reduce the aesthetic value for the neighbourhood. <i>Reduced Footpath – This area has a lot of walkers and very few cycling and you need to ask why. We live in an area with a very long hills and steep gradient. I am a cyclist myself but will not use my bike to travel around this area due to the hills and gradients. Reducing the footpath would again decrease the visual value of our neighbourhood.</i> No parking – removing parking from the area would be detrimental to us and our neighbours. A lot of neighbours do not have access to park on their property and would be a great distress to them and other in the area to find suitable parking especially if you have small children or groceries. The roads are wide enough to cater for all at present. Bus service – I use the bus a few times a week to get into or out of town and the existing service for the area is great. Changing to another service would hinder me and also majority of other people also in the area. This area has a mixture of ages and changing this bus service will actually put more people in their cars rather than use the 208 service that is in existence at the moment. It caters at the moment to school children, workers going to town, the elderly for shopping in the city, students from Cope to name just a few. The new proposed 21 route will make getting into town a longer journey and not efficient for the user. If you are trying to make the bus routes more efficient, maybe you should look at the 208 being a loop service to the city and back. If you don't change the bus service and keep the 208 as everyone in the area would like then there would be no need for new bus stops going up Colmcille Avenue. Bus stop – the proposal of a new bus stop on Colmcille Avenue should be cancelled and we should continue to use the 208 service. If this is going to go ahead then the bus stop between Kerry rd and Inis Eoghan should be moved further down closer to the existing pedestrian crossing which can be used by both footpaths and doesn't create a danger to people crossing the junction at Kerry Rd. Also this proposed bus stop is directly facing bungalows which have bedroom to the front and this will be an invasion of privacy for home owners. My reviewing of the proposal has just confirmed to me that the individuals who designed this route do not</p> | <p>Please see the NTA's response to Issue 15 in this report</p> |



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|             | <p>live in this area. As they are not aware of the traffic system here and have created undue distress to neighbours throughout Cork without first consulting the people who live here.</p> <p>One final observation. In other city in Europe and UK they allow motorbikes to use bus lanes, which frees up traffic. Maybe this should also be consider on existing bus lanes.</p>  |  |
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My reviewing of the proposal has just confirmed to me that the individuals who designed this route do not live in this area. As they are not aware of the traffic system here and have created undue distress to neighbours throughout Cork without first consulting the people who live here.</p> | Please see the NTA's response to Issue 18 in this report |



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|                    | <p>One final observation. In other city in Europe and UK they allow motorbikes to use bus lanes, which frees up traffic. Maybe this should also be consider on existing bus lanes.</p>   |   |
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| <p><b>NTA-C14-847</b></p> | <p>Dear Sir Madam</p> <p>The home of my mother is situated on Colmcille Ave. she is elderly and slow on her feet. The proposal takes the available parking from her door and makes life much more difficult for her. She will have less or possibly no access to parking.</p> <p>The proposed changes will limit the busses she can get to the city from one every 15 mins to once an hour. This is a step backwards. She has had busses here every 15 to 20 mins since 1970. Shortening footpaths on this already busy road and increase traffic.</p> <p>Whoever has made this plan out seems to have lacked the local knowledge in that any person cycling in this area will not cycle up the Colmcille Ave hill . They will take the less hilly route option along old youghal road or down Montenotte.</p> <p>The planners seem to lack all local knowledge of this area and seem to have looked at flat maps and have had no thought into the actual routes that the very few cyclists in this area cycle along.</p> <p>All people cycling naturally go down the hills but they always take the less hilly routes of which there are many around this area. A cycle lane on each side of Colmcille Ave is not fit for purpose and will not attract cyclists. They will go the other routes and use the quieter roads.</p> <p>The bus plan also completely ignores the people of Montenotte and children of the cope foundation whom use the bus stop below my mother's on Colmcille Ave.</p> <p>What is the plan to assist the people of Montenotte and cope foundation?<br/>         The businesses on Colmcille Ave will have business disrupted and will lack parking to trade.<br/>         How will this be addressed.</p> <p>I object to this plan as it currently stands.</p> <p>it is unworkable and will close this community down to being timetabled into their houses and take huge traffic at the bus corridor times.</p> <p>thanking you<br/>         Colum Kelly</p> | <p>Please see the NTA's response to Issue 11 in this report</p> |
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| <p><b>NTA-C14-847</b></p> | <p>Dear Sir Madam</p> <p>The home of my mother is situated on Colmcille Ave. she is elderly and slow on her feet.<br/>                 The proposal takes the available parking from her door and makes life much more difficult for her. She will have less or possibly no access to parking.</p> <p>The proposed changes will limit the busses she can get to the city from one every 15 mins to once an hour.<br/>                 This is a step backwards. She has had busses here every 15 to 20 mins since 1970.<br/>                 Shortening footpaths on this already busy road and increase traffic.</p>   | <p>Please see the NTA's response to Issue 15 in this report</p> |



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| NTA-C14-877_Attachment | Attachment. Summary:<br>Objection to the removal of speed ramps on Colmcille Avenue due to safety concerns   | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-877_Attachment | Attachment. Summary:<br>Concern path through Iona Park green will increase anti social behaviour   | Please see the NTA's response to Issue 3 in this report  |
| NTA-C14-877_Attachment | Attachment. Summary:<br>Request to maintain the current revision of the 208 bus service, due to the negative impacts on the elderly and local residents if the bus service is removed from Colmcille Avenue  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-877_Attachment | Attachment. Summary:<br>Concern of the impact on local residents and businesses for the removal of on street parking on Iona Park and Colmcille Avenue.  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-877_Attachment | Attachment. Summary:<br>Concern the bus gates on Old Youghal Road and Ballyhooly Road, and proposed left turn ban down Gordon Hill, will create more traffic on Colmcille Avenue and Iona Park.  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-877_Attachment | Attachment. Summary:<br>Request wide footpaths are retained at current width on Colmcille Avenue   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-877_Attachment | Attachment. Summary:<br>Request for trees not to be removed on Colmcille Avenue  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-877_Attachment | Attachment. Summary:<br>Request for further discussion regarding bus stop and toucan crossing location on Colmcille Avenue with local residents, as well as further plans to be refined and discussed with locals.   | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-880            | I object to the removal of the parking of cars for both people using businesses in the area and for the residents also in the area. I am a resident of Iona park in Mayfield and think it will only cause issues and the way it is now has been working well for many years. It is imperative for the businesses as parking is an essential factor for them receiving their service. It will decrease business, sales and service for the businesses of Mayfield if people don't have access to them, as many locals are elderly and will need direct access to them. A lot cannot get here by foot and find the parking outside very useful and accessible to get to where they need to be. | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-898            | This is an excellent proposal. The bus gates will greatly enhance the quality of life of all residents along the route. I fully support implementation of continuous bus priority and cycle facilities along this route.   | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-904            | I agree with the plan to improve public transport across Cork city, but I do not agree with cutting trees and losing car parking spaces.   | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-904            | I agree with the plan to improve public transport across Cork city, but I do not agree with cutting trees and losing car parking spaces.   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-904            | I agree with the plan to improve public transport across Cork city, but I do not agree with cutting trees and losing car parking spaces.   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-912            | As a resident of Iona Park I OBJECT to the proposed changes due to the negative impact of the following proposals:<br>1. The loss of all on-street carparking along Colmcille Avenue and Iona Park. There's currently not enough parking especially around the businesses by Iona Park.<br>2. The removal of all of the road-side trees along one side of Colmcille Avenue at the Garda station end.<br>3. The reduction of footpath widths.<br>4. Potential removal of the recently installed speed ramps on Colmcille Avenue.  | Please see the NTA's response to Issue 11 in this report |

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|             | <p>5. Changes to Bus Service - The 208 service to be replaced by the 21 service which runs once per hour and only travels as far as UCC.<br/>6. Redirected traffic from the Old Youghal Road will negatively impact Colmcille Avenue, Iona Park and Murmont Crescent. Our residential streets will become main traffic artery.<br/>I OBJECT to the proposals and do not wish them to go ahead.</p>   |  |
| NTA-C14-912 | <p>As a resident of Iona Park I OBJECT to the proposed changes due to the negative impact of the following proposals:<br/>1. The loss of all on-street carparking along Colmcille Avenue and Iona Park. There's currently not enough parking especially around the businesses by Iona Park.<br/>2. The removal of all of the road-side trees along one side of Colmcille Avenue at the Garda station end.<br/>3. The reduction of footpath widths.<br/>4. Potential removal of the recently installed speed ramps on Colmcille Avenue.<br/>5. Changes to Bus Service - The 208 service to be replaced by the 21 service which runs once per hour and only travels as far as UCC.<br/>6. Redirected traffic from the Old Youghal Road will negatively impact Colmcille Avenue, Iona Park and Murmont Crescent. Our residential streets will become main traffic artery.<br/>I OBJECT to the proposals and do not wish them to go ahead.</p> | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-912 | <p>As a resident of Iona Park I OBJECT to the proposed changes due to the negative impact of the following proposals:<br/>1. The loss of all on-street carparking along Colmcille Avenue and Iona Park. There's currently not enough parking especially around the businesses by Iona Park.<br/>2. The removal of all of the road-side trees along one side of Colmcille Avenue at the Garda station end.<br/>3. The reduction of footpath widths.<br/>4. Potential removal of the recently installed speed ramps on Colmcille Avenue.<br/>5. Changes to Bus Service - The 208 service to be replaced by the 21 service which runs once per hour and only travels as far as UCC.<br/>6. Redirected traffic from the Old Youghal Road will negatively impact Colmcille Avenue, Iona Park and Murmont Crescent. Our residential streets will become main traffic artery.<br/>I OBJECT to the proposals and do not wish them to go ahead.</p> | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-912 | <p>As a resident of Iona Park I OBJECT to the proposed changes due to the negative impact of the following proposals:<br/>1. The loss of all on-street carparking along Colmcille Avenue and Iona Park. There's currently not enough parking especially around the businesses by Iona Park.<br/>2. The removal of all of the road-side trees along one side of Colmcille Avenue at the Garda station end.<br/>3. The reduction of footpath widths.<br/>4. Potential removal of the recently installed speed ramps on Colmcille Avenue.<br/>5. Changes to Bus Service - The 208 service to be replaced by the 21 service which runs once per hour and only travels as far as UCC.<br/>6. Redirected traffic from the Old Youghal Road will negatively impact Colmcille Avenue, Iona Park and Murmont Crescent. Our residential streets will become main traffic artery.<br/>I OBJECT to the proposals and do not wish them to go ahead.</p> | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-912 | <p>As a resident of Iona Park I OBJECT to the proposed changes due to the negative impact of the following proposals:<br/>1. The loss of all on-street carparking along Colmcille Avenue and Iona Park. There's currently not enough parking especially around the businesses by Iona Park.<br/>2. The removal of all of the road-side trees along one side of Colmcille Avenue at the Garda station end.<br/>3. The reduction of footpath widths.<br/>4. Potential removal of the recently installed speed ramps on Colmcille Avenue.<br/>5. Changes to Bus Service - The 208 service to be replaced by the 21 service which runs once per hour and only travels as far as UCC.<br/>6. Redirected traffic from the Old Youghal Road will negatively impact Colmcille Avenue, Iona Park and Murmont Crescent. Our residential streets will become main traffic artery.<br/>I OBJECT to the proposals and do not wish them to go ahead.</p> | Please see the NTA's response to Issue 5 in this report  |

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|                    | <p>residential streets will become main traffic artery.<br/>                 I OBJECT to the proposals and do not wish them to go ahead.</p>   |  |
| <p>NTA-C14-912</p> | <p>As a resident of Iona Park I OBJECT to the proposed changes due to the negative impact of the following proposals:</p> <ol style="list-style-type: none"> <li>1. The loss of all on-street carparking along Colmcille Avenue and Iona Park. There's currently not enough parking especially around the businesses by Iona Park.</li> <li>2. The removal of all of the road-side trees along one side of Colmcille Avenue at the Garda station end.</li> <li>3. The reduction of footpath widths.</li> <li>4. Potential removal of the recently installed speed ramps on Colmcille Avenue.</li> <li>5. Changes to Bus Service - The 208 service to be replaced by the 21 service which runs once per hour and only travels as far as UCC.</li> <li>6. Redirected traffic from the Old Youghal Road will negatively impact Colmcille Avenue, Iona Park and Murmont Crescent. Our residential streets will become main traffic artery.</li> </ol> <p>I OBJECT to the proposals and do not wish them to go ahead.</p>   | <p>Please see the NTA's response to Issue 7 in this report</p> |
| <p>NTA-C14-916</p> | <p>I would like to object to the proposal of a ban on turning right from Summer Hill North onto The Middle Glanmire rd. There is no logic to this which would push traffic elsewhere creating a congestion &amp; extending a journey unnecessarily.<br/>                 Middle Glanmire road is already a relatively quiet road but one that services:</p> <ol style="list-style-type: none"> <li>1. A number of substantial residential estates such as Arbutus Montenotte, Ard Na Laoi, Merrion Court, Springfort Crescent and The Orchards to mention just a few.</li> <li>2. The Montenotte Hotel - a 4-Star Hotel that employs circa 130 people locally and takes multiple daily deliveries in large delivery trucks and regularly has huge tour buses bringing and collecting guests.</li> <li>3. Care Choice Montenotte that provides both long and short-term care to adults with dependency needs and that requires access by emergency services on a regular basis.</li> <li>4. Cope Foundation who receive minibuses of people with intellectual difficulties on a daily basis.</li> <li>5. Scoil Eanna - a Primary school providing education to children with intellectual difficulties.</li> </ol> <p>6. This is also the most direct route to one of Cork city's main Garda stations, that of Mayfield. Any frustration of this route would only lead to the lengthening of the response time from the Gardai - a very unfortunate consequence of this No right Turn!<br/>                 As you can see there is location-specific traffic on this short and direct route along the Middle Glanmire Road and to tamper with same is likely to have huge unintended consequences.</p> <p>There is also the very real prospect of diverting all of this traffic, that would be prevented from turning right, over past an already very congested area in front of O'Keeffe's shop and over to Military Hill to circle around and come back to Luke's cross and straight on to Middle Glanmire Road! This will inevitably lead to completely unacceptable levels of traffic in St Luke's by doubling up on the traffic coming from the Wellington Road direction.<br/>                 A similar traffic reaction is likely to occur at the foot of Gardiners Hill.</p> <p>It is hard to accept that there could ever be evidence to support a ban on turning right onto Middle Glanmire Road. A similar proposal at the bottom of Gardiners Hill was part of a previous iteration, and appropriately was removed in the current iteration.</p> <p>Apart from leading to huge congestion in and around the St Luke's area by motorists trying to avoid the 1.5 - 2km alternative route through busy and narrow streets, funnelling all of the Middle Glanmire Road traffic onto an already busy alternative route is completely lacking in logic and likely to simply lead to a similar situation which is currently in operation at the top of O'Mahoney's avenue where a No Right Turn is continuously ignored!</p> <p>A more logical alternative might be the installation of Traffic lights where the green light for traffic to turn right onto Middle Glanmire Road would coincide with the bus stopping outside the post office, which already stops all traffic coming from the northern direction currently.</p> | <p>Please see the NTA's response to Issue 7 in this report</p> |

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|                           | <p>There are many ways to improve traffic flow in and around the St Luke's area but a No Right Turn on to Middle Glanmire Road is certainly not one of them and will only lead to huge traffic congestion and build-up in and around any alternative route. You would also end up shuttling hundreds of more cars daily past an already very busy school (St. Patricks) which is hardly desirable either. For all of the above reasons it is imperative that the proposal to install a No Right Turn at St Luke's onto Middle Glanmire Road is dropped immediately.</p>  |   |
| <p><b>NTA-C14-916</b></p> | <p>I would like to object to the proposal of a ban on turning right from Summer Hill North onto The Middle Glanmire rd. There is no logic to this which would push traffic elsewhere creating a congestion &amp; extending a journey unnecessarily.<br/>                 Middle Glanmire road is already a relatively quiet road but one that services:</p> <ol style="list-style-type: none"> <li>1. A number of substantial residential estates such as Arbutus Montenotte, Ard Na Laoi, Merrion Court, Springfort Crescent and The Orchards to mention just a few.</li> <li>2. The Montenotte Hotel - a 4-Star Hotel that employs circa 130 people locally and takes multiple daily deliveries in large delivery trucks and regularly has huge tour buses bringing and collecting guests.</li> <li>3. Care Choice Montenotte that provides both long and short-term care to adults with dependency needs and that requires access by emergency services on a regular basis.</li> <li>4. Cope Foundation who receive minibuses of people with intellectual difficulties on a daily basis.</li> <li>5. Scoil Eanna - a Primary school providing education to children with intellectual difficulties.</li> </ol> <p>6. This is also the most direct route to one of Cork city's main Garda stations, that of Mayfield. Any frustration of this route would only lead to the lengthening of the response time from the Gardai - a very unfortunate consequence of this No right Turn!<br/>                 As you can see there is location-specific traffic on this short and direct route along the Middle Glanmire Road and to tamper with same is likely to have huge unintended consequences.</p> <p>There is also the very real prospect of diverting all of this traffic, that would be prevented from turning right, over past an already very congested area in front of O'Keeffe's shop and over to Military Hill to circle around and come back to Luke's cross and straight on to Middle Glanmire Road! This will inevitably lead to completely unacceptable levels of traffic in St Luke's by doubling up on the traffic coming from the Wellington Road direction.<br/>                 A similar traffic reaction is likely to occur at the foot of Gardiners Hill.</p> <p>It is hard to accept that there could ever be evidence to support a ban on turning right onto Middle Glanmire Road. A similar proposal at the bottom of Gardiners Hill was part of a previous iteration, and appropriately was removed in the current iteration.<br/>                 Apart from leading to huge congestion in and around the St Luke's area by motorists trying to avoid the 1.5 - 2km alternative route through busy and narrow streets, funnelling all of the Middle Glanmire Road traffic onto an already busy alternative route is completely lacking in logic and likely to simply lead to a similar situation which is currently in operation at the top of O'Mahoney's avenue where a No Right Turn is continuously ignored!</p> <p>A more logical alternative might be the installation of Traffic lights where the green light for traffic to turn right onto Middle Glanmire Road would coincide with the bus stopping outside the post office, which already stops all traffic coming from the northern direction currently.</p> <p>There are many ways to improve traffic flow in and around the St Luke's area but a No Right Turn on to Middle Glanmire Road is certainly not one of them and will only lead to huge traffic congestion and build-up in and around any alternative route. You would also end up shuttling hundreds of more cars daily past an already very busy school (St. Patricks) which is hardly desirable either. For all of the above reasons it is imperative that the proposal to install a No Right Turn at St Luke's onto Middle Glanmire Road is dropped immediately.</p> | <p>Please see the NTA's response to Issue 19 in this report</p> |
| <p><b>NTA-C14-923</b></p> | <p>I welcome the planning that is going into the bus corridors and I have no doubt that it will enhance the public transportation and the transportation in general for the public. I can see from the feedback that there are many challenges putting in bus corridors in areas that are already developed. I can understand individuals/groups not wanting to lose gardens or trees that have matured over the</p>   | <p>Please see the NTA's response to Issue 20 in this report</p> |

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|             | <p>years.</p> <p>I note that the proposed route will start at Tinker's Cross and it will go to the city. I think that the NTA should give consideration to move the start point for this corridor approximately 0.8km to the east on the Old Youghal Road. They should start the bus corridor on the west side of the Lauriston house property. The land north of the Old Youghal Road along this stretch of road is included in the Cork City plan for residential development.</p> <p>See top part of Map 5 of the Cork City plan. <a href="https://publications.corkcity.ie/view/150514681/8/">https://publications.corkcity.ie/view/150514681/8/</a></p> <p>See bottom part of Map 13 of the Cork City plan <a href="https://publications.corkcity.ie/view/150514681/16/">https://publications.corkcity.ie/view/150514681/16/</a></p> <p>The Old Youghal Road from Lauriston house to Tinker's Cross has green fields on the north side of the road. There is space next to the school as well. It would be relatively easy to build a bus lane along this route given the fact that this part of the city is relatively undeveloped. This would enable the NTA to add an extra 0.8km of a bus lane to this ambitious project. See the attached image for a map of the extended route from B to B+.</p> <p>This would be a way of delivering the top quality public transportation in line with the plans for the city.</p>  |  |
| NTA-C14-923 | <p>I welcome the planning that is going into the bus corridors and I have no doubt that it will enhance the public transportation and the transportation in general for the public. I can see from the feedback that there are many challenges putting in bus corridors in areas that are already developed. I can understand individuals/groups not wanting to lose gardens or trees that have matured over the years.</p> <p>I note that the proposed route will start at Tinker's Cross and it will go to the city. I think that the NTA should give consideration to move the start point for this corridor approximately 0.8km to the east on the Old Youghal Road. They should start the bus corridor on the west side of the Lauriston house property. The land north of the Old Youghal Road along this stretch of road is included in the Cork City plan for residential development.</p> <p>See top part of Map 5 of the Cork City plan. <a href="https://publications.corkcity.ie/view/150514681/8/">https://publications.corkcity.ie/view/150514681/8/</a></p> <p>See bottom part of Map 13 of the Cork City plan <a href="https://publications.corkcity.ie/view/150514681/16/">https://publications.corkcity.ie/view/150514681/16/</a></p> <p>The Old Youghal Road from Lauriston house to Tinker's Cross has green fields on the north side of the road. There is space next to the school as well. It would be relatively easy to build a bus lane along this route given the fact that this part of the city is relatively undeveloped. This would enable the NTA to add an extra 0.8km of a bus lane to this ambitious project. See the attached image for a map of the extended route from B to B+.</p> <p>This would be a way of delivering the top quality public transportation in line with the plans for the city.</p>  | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-926 | <p>It beggars belief that the National Transport Authority would seek to make significant changes to the way of life of thousands of people in the north east of Cork City without carrying out even the most basic of traffic surveys.</p> <p>Why is the National Transport Authority showing such disregard for the facts of transportation and daily living which would be revealed by such a survey?</p> <p>Is its approach simply a try-on, floating some ill-founded applications of theoretical concepts of transportation without regard to the realities of the lives of those living in the areas that would be impacted - simply to see how much they could get away with? Whatever the reasons, the initial proposals fell so far short of the professional standards to be expected of a credible planning document that wholesale changes had to be made in the next iteration.</p> <p>Unfortunately, low standards continue in the latest version, epitomised by not bothering to use the systematic information which could be easily obtained from traffic and other surveys. Instead the National Transport Authority's relies on a 'seat of the pants' approach to planning and its methods of testing public reaction. It should be self-evident to any professional planner that comprehensive information should firstly be gathered and then plans made based on that information.</p> <p>The proposals in relation to banning the highly-used right turn from Summer Hill on to the Middle Glanmire Road is a graphic illustration of the extent to which the proposals are out of touch with the realities of every day living. That turn is of enormous importance to large numbers of people who simply want to go to their homes or to work or to businesses or services.</p> <p>Banning the turn would not just affect those going to locations on the Middle Glanmire Road but also Ardnalee, Montenotte Park,</p> | Please see the NTA's response to Issue 21 in this report |

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|                    | <p>Merrion Court, Lower Montenotte, Lovers Walk, The Orchards, Springfort, Tracton Park, Woodlands and Ennismore as well as further areas in Mayfield and Iona Park.</p> <p>In addition to the homes that would be affected many important services would be impacted. These include the extensive educational, health and social services of The Cope Foundation and those of Montenotte Care Choice and its large number of elderly residents.</p> <p>Among the businesses adversely affected would be the busy and high profile Montenotte Hotel with its attached Leisure Centre.</p> <p>If the right turn at St. Luke's were to be banned, traffic would be forced to take alternative routes and to travel long circuitous detours to their destinations. These detours would be through nineteenth and early twentieth century roads that were never designed to carry such traffic and could never be adapted to do so. Added to that are the extra hazards, disruptions and nuisance that would be caused by this additional traffic - all of which could be avoided by simply retaining the turn at St. Luke's Cross.</p> <p>I raised these issues at one of the public consultation sessions and was responded to by an official with a theoretical viewpoint on how right turns at junctions can interfere with the traffic flow of buses. It was apparent that no regard had been given to the extent or the purposes for which the general public use the right turn.</p> <p>I was also presented with an alternative to the right turn by approaching St. Luke's Cross from Wellington Road rather than Summer Hill and to do so by detouring up Patrick's Hill, in contravention of the current one-way system which might be changed at some stage in the future. Another route to Wellington Road from Summer Hill would be through the totally unsuitable narrow and winding St. Luke's Avenue. These alternatives are so far fetched that they do nothing more than illustrate the extent to which the National Transport Authority planners continue to be out of touch with the realities of daily living in the north east of Cork City.</p> <p>My submission is simple - retain the right turn from Summer Hill on to the Middle Glanmire Road. To do otherwise would be cause huge disruption to large number of people for no real or apparent benefit.</p>   |  |
| <p>NTA-C14-926</p> | <p>It beggars belief that the National Transport Authority would seek to make significant changes to the way of life of thousands of people in the north east of Cork City without carrying out even the most basic of traffic surveys.</p> <p>Why is the National Transport Authority showing such disregard for the facts of transportation and daily living which would be revealed by such a survey?</p> <p>Is its approach simply a try-on, floating some ill-founded applications of theoretical concepts of transportation without regard to the realities of the lives of those living in the areas that would be impacted - simply to see how much they could get away with?</p> <p>Whatever the reasons, the initial proposals fell so far short of the professional standards to be expected of a credible planning document that wholesale changes had to be made in the next iteration.</p> <p>Unfortunately, low standards continue in the latest version, epitomised by not bothering to use the systematic information which could be easily obtained from traffic and other surveys. Instead the National Transport Authority's relies on a 'seat of the pants' approach to planning and its methods of testing public reaction. It should be self-evident to any professional planner that comprehensive information should firstly be gathered and then plans made based on that information.</p> <p>The proposals in relation to banning the highly-used right turn from Summer Hill on to the Middle Glanmire Road is a graphic illustration of the extent to which the proposals are out of touch with the realities of every day living. That turn is of enormous importance to large numbers of people who simply want to go to their homes or to work or to businesses or services.</p> <p>Banning the turn would not just affect those going to locations on the Middle Glanmire Road but also Ardnalee, Montenotte Park, Merrion Court, Lower Montenotte, Lovers Walk, The Orchards, Springfort, Tracton Park, Woodlands and Ennismore as well as further areas in Mayfield and Iona Park.</p> <p>In addition to the homes that would be affected many important services would be impacted. These include the extensive educational, health and social services of The Cope Foundation and those of Montenotte Care Choice and its large number of elderly residents.</p> <p>Among the businesses adversely affected would be the busy and high profile Montenotte Hotel with its attached Leisure Centre.</p> <p>If the right turn at St. Luke's were to be banned, traffic would be forced to take alternative routes and to travel long circuitous detours to their destinations. These detours would be through nineteenth and early twentieth century roads that were never designed to carry such traffic and could never be adapted to do so. Added to that are the extra hazards, disruptions and nuisance that would be caused</p> | <p>Please see the NTA's response to Issue 7 in this report</p> |



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|                    | <p>by this additional traffic - all of which could be avoided by simply retaining the turn at St. Luke's Cross.</p> <p>I raised these issues at one of the public consultation sessions and was responded to by an official with a theoretical viewpoint on how right turns at junctions can interfere with the traffic flow of buses. It was apparent that no regard had been given to the extent or the purposes for which the general public use the right turn.</p> <p>I was also presented with an alternative to the right turn by approaching St. Luke's Cross from Wellington Road rather than Summer Hill and to do so by detouring up Patrick's Hil, in contravention of the current one-way system which might be changed at some stage in the future. Another route to Wellington Road from Summer Hill would be through the totally unsuitable narrow and winding St. Luke's Avenue. These alternatives are so far fetched that they do nothing more than illustrate the extent to which the National Transport Authority planners continue to be out of touch with the realities of daily living in the north east of Cork City.</p> <p>My submission is simple - retain the right turn from Summer Hill on to the Middle Glanmire Road. To do otherwise would be cause huge disruption to large number of people for no real or apparent benefit.</p>  |  |
| <p>NTA-C14-938</p> | <p>I strongly object to changes proposed for the St Luke's Cross intersection, part of the Sustainable Transport Corridor B. The changes include a right turn ban at the intersection for traffic coming North from Summerhill North towards Middle Glanmire Road, and a removal of the left turn slip from Middle Glanmire Road to Summerhill North. Both changes will be hugely detrimental to the residents of the Montenotte area, and will cause increased congestion, and substantially longer routes for residents of estates such as Ard Na Laoi, where I reside, as I explain below.</p> <p>The right turn ban at St Luke's Cross for traffic coming north from Summerhill North towards Middle Glanmire Road will result in significantly longer routes for vehicles travelling from the city centre to the Montenotte/Middle Glanmire Rd area, and substantially increase traffic in what should be quiet residential estates. To reach Ard Na Laoi from the city centre, one currently travels North on Summerhill North, turns right into Middle Glanmire Rd and then left onto the Ard Na Laoi estate. This is a short and direct route, requiring roughly 6 minutes (Google Maps) from Merchants Quay to Ard Na Laoi. If the proposed right turn ban is introduced, one would have to go straight at St Luke's Cross, turn right at Dillon's Cross, turn right again at Murmont Lawn, proceed straight to St Christopher's Drive, continue straight to Leycester Lane, turn right one more time onto Middle Glanmire Rd and finally right again at Ard Na Laoi. This will take at least 9 minutes from Merchants Quay (a 50% increase), and will require transit through quiet residential estates (e.g. Murmont Lawn) which are not designed for through traffic. The increased traffic will also affect the convalescent home and elderly hospital located on Leycester Lane. In addition, Middle Glanmire Rd becomes very narrow East of the Ard Na Laoi estate, and cannot facilitate two cars traveling in opposite directions (cars need to stop and let incoming traffic pass before proceeding): as a result of the proposed changes an increased amount of traffic will be directed towards this part of the road, resulting in an increased amount of congestion. Additionally, turning right from Leycester Lane into Lower Glanmire Rd is very dangerous, as there is little to no visibility of incoming traffic. To further clarify the issues above, I attach maps for the two routes (current and after the proposed right turn ban at St Luke's Cross), and a picture of the narrow section of Middle Glanmire Rd where all traffic would be diverted to.</p> <p>The removal of the left turn slip from Middle Glanmire Road to Summerhill North would also substantially increase congestion for traffic coming from the Montenotte area to the city centre, especially if the junction becomes signalised and regulated by traffic lights. Currently, the vast majority of traffic from Middle Glanmire Rd reaching St Luke's Cross travels south towards the city centre. The left turn slip allows this traffic to avoid the intersection, speeding up the flow. The stated aim for the removal of the left turn slip is to facilitate easy pedestrian crossing. I believe the opposite will be achieved with this change. Currently, the left turn slip allows pedestrian from the East side of Summerhill North and from Middle Glanmire Rd to cross the intersection towards Wellington Rd in two stages: first, by crossing the slip, which is always unproblematic as cars stop to give way before joining Summerhill North; and then crossing St Luke Cross, where only traffic heading straight (North or South-bound) should be minded. If the slip is removed, and a traffic light is added, pedestrians would cross at the green light - however, they will be confronted with cars (also having a green light) turning left from Middle Glanmire Rd to Summerhill North. As mentioned above, most cars from Middle Glanmire Rd turn in fact left, and thus it will be difficult and dangerous for a pedestrian to interrupt the flow of cars.</p> <p>Given the substantial issues described above, and the significant and disproportionate negative impact they would have on traffic</p> | <p>Please see the NTA's response to Issue 7 in this report</p> |

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|                           | <p>flow, congestion, and even the safety of pedestrians, I strongly object to the proposed changes for the St Luke's Cross junction, and I request they are urgently removed from the Sustainable Transport Corridor B plan.</p>   |   |
| <p><b>NTA-C14-955</b></p> | <p>I feel some of the proposal is very poorly thought out. There is no logic in preventing vehicles from making a right turn from Summer Hill onto Middle Glanmire Rd. The alternative will be to force cars to drive up Wellington Rd and cross the St Lukes junction onto Middle Glanmire Rd, a far more dangerous proposition or alternatively drive up to Dillions Cross, take a right onto Old Youghal Rd where there's only room for one vehicle in either direction which will no doubt increase congestion and compromise safety.</p> <p>The 2 planned barriers preventing traffic using Ballyhooly Rd and Old Youghal Road( junction Iona Park) make no sense, there is no build up of traffic at these location and will do little to increase journey times or improve safety. It would be far more beneficial to place one of these barriers at the Dillion Cross side of Old Youghal Rd where the road is too narrow for the current 2 way system.</p> <p>I'm very unhappy with the unnecessary destruction of trees along Colmcille Avenue, which is a quiet road and safe for cyclist as it currently stands. If necessary a cycle path through the middle Colmcille park and onto junction of Sli Gartan Rd and Mayfield Park Rd would be more beneficial to local residents as a well trodden dirt track has existed here for years.</p> <p>The reduction of Ship Street from 2 lanes to 1 is guaranteed to cause long tail backs onto Penrose Quay and back towards the N27. 95% of all my journeys to the south side of the city involve me needing to go through the city centre along this road. The only other alternative is to head towards the tunnel, a road already well over capacity. I'd love nothing more than to remove cars from the city centre but there needs to be viable alternatives, my house is along middle glanmire road and is 1.5km from the nearest bus stop, and I don't see this changing in the near future.</p> <p>I don't know what metric you use to gauge potential cycle uptake but the north side of Cork City is extremely hilly with lots of narrow dangerous roads, and at my age converting to cycling is never going to be considered. Amsterdam and Brussels are always used as great examples where cycling can transform a city but its like comparing apples and oranges given that geographical differences are night and day to the north side of the city</p> <p>Finally the purpose of a bus connects plan should be about getting into town on public transport in the shortest possible time, I fail to see how any time saving will be made with the current proposal. The only real saving would be made if a dedicated bus lane was provided heading down Summer Hill to MacCurtain Street, a road that regularly backs up with traffic causing long delays. Just ask any bus driver where they lose most time and they'll tell you the same. The shear cost and disruption planned for very little gain is extremely frustrating especially when there was scope for real improvements</p> | <p>Please see the NTA's response to Issue 14 in this report</p> |
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| <p>NTA-C14-955</p> | <p>I feel some of the proposal is very poorly thought out. There is no logic in preventing vehicles from making a right turn from Summer Hill onto Middle Glanmire Rd. The alternative will be to force cars to drive up Wellington Rd and cross the St Lukes junction onto Middle Glanmire Rd, a far more dangerous proposition or alternatively drive up to Dillions Cross, take a right onto Old Youghal Rd where there's only room for one vehicle in either direction which will no doubt increase congestion and compromise safety.</p> <p>The 2 planned barriers preventing traffic using Ballyhooly Rd and Old Youghal Road( junction Iona Park) make no sense, there is no build up of traffic at these location and will do little to increase journey times or improve safety. It would be far more benefical to place one of these barriers at the Dillion Cross side of Old Youghal Rd where the road is too narrow for the current 2 way system.</p> <p>I'm very unhappy with the unnecessary destruction of trees along Colmcille Avenue, which is a quiet road and safe for cyclist as it</p>  | <p>Please see the NTA's response to Issue 9 in this report</p> |

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| <b>NTA-C14-963_Attachment</b> | <p>Attachment. Summary:</p> <p>Lack of quality consultation, with misleading BusConnects name, lack of consultation with residents, and comments relating the buses have been commented to be "outside the remit of the consultation stage". Public information booklets have been misleading and difficult to understand the true impacts on individual areas, with key information spread throughout the document and making it hard to get a strong overall picture</p> <p>Comments around the importance of discussion with residents due to their high level of knowledge of local areas.</p>   | Please see the NTA's response to Issue 17 in this report |
| <b>NTA-C14-963_Attachment</b> | <p>Attachment. Summary:</p> <p>Concerns there is a lack of information on the upper reaches of the Mayfield to City route. Suggestion the bus must pass across the North Ring Road, as this is one of the most congestion parts of the city.</p> <p>Query around the option of using express buses from the city centre to outer extremities to reduce stopping times and journey times.</p>   | Please see the NTA's response to Issue 19 in this report |
| <b>NTA-C14-963_Attachment</b> | <p>Attachment. Summary:</p> <p>Concerns Mayfield community is under threat is plans continue as they currently are without consideration for high levels of traffic on current temporary road solutions (North Ring Road)</p>  | Please see the NTA's response to Issue 12 in this report |
| <b>NTA-C14-963_Attachment</b> | <p>Attachment. Summary:</p> <p>Comment that the main delay to bus journey times is the boarding / manual ticketing system.</p> <p>Concern the changes to bus services of the 208 on Colmcille Avenue will impact residents, and will impact the quality of life of the aging population of the area</p>  | Please see the NTA's response to Issue 5 in this report  |
| <b>NTA-C14-963_Attachment</b> | <p>Attachment. Summary:</p> <p>Comment that the main delay to bus journey times is the boarding / manual ticketing system. Concern that the journey time savings presented in documentation are unrealistic due to them using current timings as a benchmark and technological improvements to ticketing will improve bus journey times.</p>   | Please see the NTA's response to Issue 21 in this report |

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|                        | Concern the NTA has been yet to use traffic survey data  |  |
| NTA-C14-963_Attachment | Attachment. Summary:<br>Concern for the significant increase of traffic on Colmcille Avenue<br><br>Concern bus gates on Old Youghal Road/ Iona Park will impact Colmcille Avenue and increase traffic  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-963_Attachment | Attachment. Summary:<br>Concern for lack of parking due to cycle lanes and the impact on local people and businesses   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-963_Attachment | Attachment. Summary:<br>Concern the removal of trees on Colmcille Avenue will have negative impacts and won't link with EU guidance. Further concern more trees will be removed due to location of cycle lanes   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-963_Attachment | Attachment. Summary:<br>Concern for pedestrian safety due to the reduction in footpath widths and the further changes and increase of traffic on Colmcille Avenue, as there are areas of reduced visibility. Concern the reduction in footpath width will impact local people, those with special needs, the elderly and anyone from within the community<br><br>Concern the footpath in the green near Iona Park is unnecessary and removes the full use of the area for all.<br><br>Concern toucan crossings on Colmcille Avenue have not been considered thoroughly, with one being moved to outside a driveway and the removal of one near the bus stop which provided a safe crossing point in peak times. Placement creates more risk to pedestrians and locals  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-963_Attachment | Attachment. Summary:<br>Concern installation of bus stops and shelters will remove privacy of homes and will directly effect residents, queries around the criteria to assess where bus stops go and the considerations for people's privacy   | Please see the NTA's response to Issue 4 in this report  |
| NTA-C14-963_Attachment | Attachment. Summary:<br>Concern removal of speed ramps will impact use of road by cyclists, due to increased speeds,   | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-963_Attachment | Attachment. Summary:<br>Concern for lack of cyclist usage assessment and risk assessment for cyclists along Colmcille Avenue   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-988            | I am writing this submission to affirm my objection to the STCB Mayfield to City proposed plan. I was born here for in Iona Park Mayfield and I plan on living here for many more years to come. I also use public transport and was very positive about the changes that I had been told would improve our public transport in a sustainable manner. However, having studied the proposed plans this to me is not the truth of the matter for myself and many more residents in my area .In fact the opposite is true .<br><br>Entering and leaving our home over the last few years, my family and myself have noticed the high volume of traffic in this area, which is a mix of commercial / residential, as well as having a number of schools ,sports complex / clubs on feeder roads in the area. You will no doubt be aware of the traffic congestion that does occur on this road at peak times.<br><br>At quieter times, traffic tends to travel very quickly on this road, and I have never once seen a traffic check or speed detection van on this road. Cars routinely travel both up and down Colmcille Avenue well in excess of speed limits, certainly not suitable for such a residential area. I am disappointed to hear that one of the measures include the removal of the speed bumps as these have been | Please see the NTA's response to Issue 1 in this report  |

successful in reducing the average speed through that area. This plan now proposes to divert further traffic to the Iona Park / Colmcille Avenue area without any consideration for the established residential community in this area.

The provision of 2 cycle lanes, one on each side of the road, for the entire length of Iona Park / Colmcille Avenue from the top part of the road near Pharmacy/traffic junction to the traffic junction on the North Ring Road will result in a number of issues for residents and road/footpath users in the area

No parking will be permitted at any time outside the homes and businesses along the entire length of Colmcille Avenue. Attendees were advised at the recent open consultation day that all parking will be redirected to all other areas connecting along the road and that there is “plenty of parking available in all of these areas”. This is untrue as the parking is extremely limited in these areas and in fact the residents in these adjacent areas are appalled at that this suggestion by NTA personnel.

The lack of available parking will significantly impact on access to the businesses which serve the local area at the top of Colmcille Avenue. These businesses are badly needed and are well supported in an area that has limited opportunities for local employment and it has taken a lot of years for these businesses to become established. Our community also benefits from sponsorships from these businesses .

The removal of all of the road side trees along one side of Colmcille Avenue from the junction with Iona Park to just above the junction with Kerry Road. In fact, not all trees are accounted for and when looking at the paths and corners it is likely that further trees will be lost along this route. In fact one of the defining features of this area is the tree lined view as you travel through the area.

The reduction of footpath widths to 2m and the positioning of a cycle lane alongside the footpaths with a major loss of one of the most important amenities in the locality. These footpaths are the most popular walking area in the Mayfield area, enjoyed by all ages and abilities. There are limited facilities available for this in Mayfield and there is a complete lack of regard for local needs in this proposed plan.

The complete lack of a proper safety assessment of usage of these lanes/paths by cyclists, pedestrians and residents on a steep hill with multiple access points with poor visibility for cyclists, pedestrians and road users. I am sure that the RSA could provide the relevant information regarding road accidents and pedestrian fatalities in the Mayfield area particularly the junction at Tinkers Cross area .

The proposed change of a more than 70 years established residential area to a commuter traffic main type road with a knock-on effect on all local users without any benefits to residents in the local area.

The 208 service will no longer travel along Iona Park /Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. This will entirely remove the easy connectivity that residents in this area (also those residents in adjacent areas in Montenotte and Silvercourt that use Colmcille Avenue bus connections ) to Cork University Hospital. Despite the fact that the BusConnect proposal states that the area has an aging population there are no proposals in this plan that will improve the quality of life for older residents.

2 new bus stops are to be located on Colmcille Avenue, i.e.: 1 between Iona Green / Iona Road, immediately adjacent to the junction of Colmcille Avenue Iona Road and a second at the large field at Inis Eoghain /Colmcille Avenue. There are serious concerns about the negative impact on visibility for road users and on homeowners' privacy with direct overlooking of bedroom /living room areas.

The introduction of bus gates on Old Youghal Road and Ballyhooly Road and the proposed ban on left hand turns from Old Youghal Road down Gordons Hill and a ban on right turns from the St Lukes to the Middle Glanmire road. This is extremely concerning for residents as this will result in major traffic increases in the area. I did ask an NTA official how they would police these proposed bus gates and the answer was cameras .Will these cameras feedback a traffic jam and to where ? The bus gate to and from tinkers cross junction will inevitably record delays as it will be merging with the already congested through road for the north ring road , main link road to MALLOW LIMERICK , GALWAY , etc. .not to mention local traffic ,

A dramatic increase in an already heavy flow of traffic on Iona Park/ Colmcille Avenue during the relevant peak times and frequently



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|                           | <p>during the day. There was no traffic data submitted as part of these proposals and in fact it appears that the monitoring of traffic levels on Iona Park / Colmcille Avenue took place during the consultation phase in the Phase 2 stage of the process. In that case, plans were proposed without any real time data assessment and impacts on residents in the affected areas. The changes in traffic flows were made without any real time analysis of the actual current volumes using these roads and the potential increases in traffic if this current proposed plan is adopted and how this will affect residents.</p> <p>If speed ramps are removed, there will be increased speeding on Colmcille Avenue as previously outlined.</p> <p>The provision of a footpath through the green in Iona Park which is currently used by residents. I have concerns regarding the upkeep of the footpath from a health &amp; safety perspective and the possibility of anti-social gatherings along it.</p> <p>There will be limitations in the use of the Iona Park green area for local leisure usage. Numerous sports teams of various ages and abilities use this field for training periodically and will be unable to use for training purposes with a footpath running diagonally through the flat part of the field.</p> <p>The provision of 2 x toucan crossings on Colmcille Avenue. The proposed locations need to be reviewed as currently; it is proposed that one of them will be positioned immediately outside a house driveway.</p> <p>The residents in this area are now proposed to have a major reduction in bus service, removal of on street parking, increased risks to the safety of cyclists, pedestrians and road users and a significant disimprovement to the quality of life for the Colmcille Avenue &amp; Iona Park residents.</p> <p>Another significant change for all of us under this proposed plan is the loss of the natural beauty and built heritage of this area. Having spoken recently to a number of walkers of various abilities and users of the paths in this area the main comments reflect a disappointment that an area of natural grace and beauty with wide footpaths, mature trees and a fantastic walking/running leisure amenity is now being destroyed by this proposed plan.</p> <p>I hope that my comments will be reflected and that changes are made to Phase 2 of the plan that will protect our area and ensure a fair and equitable quality of life for residents in the Colmcille Avenue/Iona Park area of Mayfield.</p> <p style="text-align: center;">Thank you<br/>                 Ber McElligott Naughton</p> |   |
| <p><b>NTA-C14-988</b></p> | <p>I am writing this submission to affirm my objection to the STCB Mayfield to City proposed plan. I was born here for in Iona Park Mayfield and I plan on living here for many more years to come. I also use public transport and was very positive about the changes that I had been told would improve our public transport in a sustainable manner. However, having studied the proposed plans this to me is not the truth of the matter for myself and many more residents in my area .In fact the opposite is true .</p> <p>Entering and leaving our home over the last few years, my family and myself have noticed the high volume of traffic in this area, which is a mix of commercial / residential, as well as having a number of schools ,sports complex / clubs on feeder roads in the area. You will no doubt be aware of the traffic congestion that does occur on this road at peak times.</p> <p>At quieter times, traffic tends to travel very quickly on this road, and I have never once seen a traffic check or speed detection van on this road. Cars routinely travel both up and down Colmcille Avenue well in excess of speed limits, certainly not suitable for such a residential area. I am disappointed to hear that one of the measures include the removal of the speed bumps as these have been successful in reducing the average speed through that area. This plan now proposes to divert further traffic to the Iona Park / Colmcille Avenue area without any consideration for the established residential community in this area.</p> <p>The provision of 2 cycle lanes, one on each side of the road, for the entire length of Iona Park / Colmcille Avenue from the top part of</p>  | <p>Please see the NTA's response to Issue 18 in this report</p> |



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that there is “plenty of parking available in all of these areas”. This is untrue as the parking is extremely limited in these areas and in fact the residents in these adjacent areas are appalled at that this suggestion by NTA personnel.

The lack of available parking will significantly impact on access to the businesses which serve the local area at the top of Colmcille Avenue. These businesses are badly needed and are well supported in an area that has limited opportunities for local employment and it has taken a lot of years for these businesses to become established. Our community also benefits from sponsorships from these businesses .

The removal of all of the road side trees along one side of Colmcille Avenue from the junction with Iona Park to just above the junction with Kerry Road. In fact, not all trees are accounted for and when looking at the paths and corners it is likely that further trees will be lost along this route. In fact one of the defining features of this area is the tree lined view as you travel through the area.

The reduction of footpath widths to 2m and the positioning of a cycle lane alongside the footpaths with a major loss of one of the most important amenities in the locality. These footpaths are the most popular walking area in the Mayfield area, enjoyed by all ages and abilities. There are limited facilities available for this in Mayfield and there is a complete lack of regard for local needs in this proposed plan.

The complete lack of a proper safety assessment of usage of these lanes/paths by cyclists, pedestrians and residents on a steep hill with multiple access points with poor visibility for cyclists, pedestrians and road users. I am sure that the RSA could provide the relevant information regarding road accidents and pedestrian fatalities in the Mayfield area particularly the junction at Tinkers Cross area .

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| <p>NTA-C14-988</p> | <p>I am writing this submission to affirm my objection to the STCB Mayfield to City proposed plan. I was born here for in Iona Park Mayfield and I plan on living here for many more years to come. I also use public transport and was very positive about the changes that I had been told would improve our public transport in a sustainable manner. However, having studied the proposed plans this to me is not the truth of the matter for myself and many more residents in my area .In fact the opposite is true .</p> <p>Entering and leaving our home over the last few years, my family and myself have noticed the high volume of traffic in this area, which is a mix of commercial / residential, as well as having a number of schools ,sports complex / clubs on feeder roads in the area. You will no doubt be aware of the traffic congestion that does occur on this road at peak times.</p> <p>At quieter times, traffic tends to travel very quickly on this road, and I have never once seen a traffic check or speed detection van on this road. Cars routinely travel both up and down Colmcille Avenue well in excess of speed limits, certainly not suitable for such a residential area. I am disappointed to hear that one of the measures include the removal of the speed bumps as these have been successful in reducing the average speed through that area. This plan now proposes to divert further traffic to the Iona Park / Colmcille Avenue area without any consideration for the established residential community in this area.</p> <p>The provision of 2 cycle lanes, one on each side of the road, for the entire length of Iona Park / Colmcille Avenue from the top part of the road near Pharmacy/traffic junction to the traffic junction on the North Ring Road will result in a number of issues for residents and road/footpath users in the area</p> <p>No parking will be permitted at any time outside the homes and businesses along the entire length of Colmcille Avenue. Attendees were advised at the recent open consultation day that all parking will be redirected to all other areas connecting along the road and that there is “plenty of parking available in all of these areas”. This is untrue as the parking is extremely limited in these areas and in fact the residents in these adjacent areas are appalled at that this suggestion by NTA personnel.</p> <p>The lack of available parking will significantly impact on access to the businesses which serve the local area at the top of Colmcille Avenue. These businesses area badly needed and are well supported in an area that has limited opportunities for local employment and it has taken a lot of years for these businesses to become established. Our community also benefits from sponsorships from these businesses .</p> <p>The removal of all of the road side trees along one side of Colmcille Avenue from the junction with Iona Park to just above the junction with Kerry Road. In fact, not all trees are accounted for and when looking at the paths and corners it is likely that further trees will be lost along this route. In fact one of the defining features of this area is the tee lined view as you travel through the area.</p> <p>The reduction of footpath widths to 2m and the positioning of a cycle lane alongside the footpaths with a major loss of one of the most important amenities in the locality. These footpaths are the most popular walking area in the Mayfield area, enjoyed by all ages and abilities. There are limited facilities available for this in Mayfield and there is a complete lack of regard for local needs in this proposed plan.</p> <p>The complete lack of a proper safety assessment of usage of these lanes/paths by cyclists, pedestrians and residents on a steep hill with multiple access points with poor visibility for cyclists, pedestrians and road users. I am sure that the RSA could provide the relevant information regarding road accidents and pedestrian fatalities in the Mayfield area particularly the junction at Tinkers Cross</p> | <p>Please see the NTA's response to Issue 21 in this report</p> |

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The 208 service will no longer travel along Iona Park /Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. This will entirely remove the easy connectivity that residents in this area (also those residents in adjacent areas in Montenotte and Silvercourt that use Colmcille Avenue bus connections ) to Cork University Hospital. Despite the fact that the BusConnect proposal states that the area has an aging population there are no proposals in this plan that will improve the quality of life for older residents.

2 new bus stops are to be located on Colmcille Avenue, i.e.: 1 between Iona Green / Iona Road, immediately adjacent to the junction of Colmcille Avenue Iona Road and a second at the large field at Inis Eoghain /Colmcille Avenue. There are serious concerns about the negative impact on visibility for road users and on homeowners' privacy with direct overlooking of bedroom /living room areas. The introduction of bus gates on Old Youghal Road and Ballyhooly Road and the proposed ban on left hand turns from Old Youghal Road down Gordons Hill and a ban on right turns from the St Lukes to the Middle Glanmire road. This is extremely concerning for residents as this will result in major traffic increases in the area. I did ask an NTA official how they would police these proposed bus gates and the answer was cameras .Will these cameras feedback a traffic jam and to where ? The bus gate to and from tinkers cross junction will inevitably record delays as it will be merging with the already congested through road for the north ring road , main link road to MALLOW LIMERICK , GALWAY , etc. .not to mention local traffic ,

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If speed ramps are removed, there will be increased speeding on Colmcille Avenue as previously outlined.

The provision of a footpath through the green in Iona Park which is currently used by residents. I have concerns regarding the upkeep of the footpath from a health & safety perspective and the possibility of anti-social gatherings along it.

There will be limitations in the use of the Iona Park green area for local leisure usage. Numerous sports teams of various ages and abilities use this field for training periodically and will be unable to use for training purposes with a footpath running diagonally through the flat part of the field.

The provision of 2 x toucan crossings on Colmcille Avenue. The proposed locations need to be reviewed as currently; it is proposed that one of them will be positioned immediately outside a house driveway.

The residents in this area are now proposed to have a major reduction in bus service, removal of on street parking, increased risks to the safety of cyclists, pedestrians and road users and a significant disimprovement to the quality of life for the Colmcille Avenue & Iona Park residents.

Another significant change for all of us under this proposed plan is the loss of the natural beauty and built heritage of this area. Having spoken recently to a number of walkers of various abilities and users of the paths in this area the main comments reflect a disappointment that an area of natural grace and beauty with wide footpaths, mature trees and a fantastic walking/running leisure amenity is now being destroyed by this proposed plan.

I hope that my comments will be reflected and that changes are made to Phase 2 of the plan that will protect our area and ensure a fair and equitable quality of life for residents in the Colmcille Avenue/Iona Park area of Mayfield.

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| <p><b>NTA-C14-989</b></p> | <p>As a lifelong resident of this area I would like to make some points about the current proposals.</p> <p>At the outset I will say that I am both a car owner and a cyclist and I support the development of sustainable transport in our city. However our road network in this area is narrow overall and many residents have access only to on street parking. This provides many challenges in attempting to design a plan that allows people to live their lives while also trying to make space for sustainable transport.</p> <p style="text-align: center;">1. PROPOSED BAN ON RIGHT TURN AT ST LUKES CROSS</p> <p>If this is decided it will funnel all traffic up Ballyhooly road to Dillons cross, and then onto Old Youghal road to Murmont Lawn. This section of roadway is part of the Sustainable Transport Corridor. It is already very crowded with traffic that normally use this route, and</p>  | <p>Please see the NTA's response to Issue 7 in this report</p> |

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| <p><b>NTA-C14-989</b></p> | <p style="text-align: center;">As a lifelong resident of this area I would like to make some points about the current proposals.</p> <p>At the outset I will say that I am both a car owner and a cyclist and I support the development of sustainable transport in our city. However our road network in this area is narrow overall and many residents have access only to on street parking. This provides many challenges in attempting to design a plan that allows people to live their lives while also trying to make space for sustainable transport.</p> <p style="text-align: center;"><b>1. PROPOSED BAN ON RIGHT TURN AT ST LUKES CROSS</b></p> <p>If this is decided it will funnel all traffic up Ballyhooly road to Dillons cross, and then onto Old Youghal road to Murmont Lawn. This section of roadway is part of the Sustainable Transport Corridor. It is already very crowded with traffic that normally use this route, and with on street resident parking. There will be extra buses running also. To add all that extra diverted traffic to the mix is nonsensical.</p>   | <p>Please see the NTA’s response to Issue 11 in this report</p> |

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| <p><b>NTA-C14-993</b></p>   | <p>Absolutely pure catastrophic decision to block the turn to Middle Glanmire Road from Summerhill. There will be many illegal turns causing chaos!</p> <p>As a resident of MG Road, how am I to access my home?</p>  | <p>Please see the NTA's response to Issue 7 and 18 in this report</p> |
| <p><b>NTA-C14-993_2</b></p> | <p>As an active Cycling Ireland member, [personal information redacted], as well as a resident on Iona Park, I believe that I am well positioned to question the logic of providing cycle lanes between Iona Park and Mayfield Garda station. As well as being an unnecessary waste (very few cyclists in this area) of public funds it would cause difficult loss of on-street parking for elderly neighbours. I believe that the cycle lanes here will be unnecessary because as a cyclist myself, I know that it will be much simpler and safer to just go in the main traffic lane on this stretch, especially downhill. Uphill on the same stretch has never been a problem for me in terms of space. Furthermore the chaotic cycling arrangement designed for the junction immediately adjacent to the Mayfield Garda station will simply not be used by any cyclist that I know. It will be far quicker and safer to go with the main traffic. Cyclists do not dismount or stop unless actually required. Every cyclist knows that dismounting (unclipping) from pedals can cause its own difficulties, especially on hills. Looking further towards the City, I am bemused at the idea of a "Quiet Street" from Mayfield Church up a sharp incline towards Leycesters Avenue and down the Middle Glanmire Road. I, for one, will simply cycle down Old Youghal Road to</p>  | <p>Please see the NTA's response to Issue 11 in this report</p>       |

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| NTA-C14-1015 | <p>As an active Cycling Ireland member, [personal information redacted], as well as a resident on Iona Park, I believe that I am well positioned to question the logic of providing cycle lanes between Iona Park and Mayfield Garda station. As well as being an unnecessary waste (very few cyclists in this area) of public funds it would cause difficult loss of on-street parking for elderly neighbours. I believe that the cycle lanes here will be unnecessary because as a cyclist myself, I know that it will be much simpler and safer to just go in the main traffic lane on this stretch, especially downhill. Uphill on the same stretch has never been a problem for me in terms of space. Furthermore the chaotic cycling arrangement designed for the junction immediately adjacent to the Mayfield Garda station will simply not be used by any cyclist that I know. It will be far quicker and safer to go with the main traffic. Cyclists do not dismount or stop unless actually required. Every cyclist knows that dismounting (unclipping) from pedals can cause its own difficulties, especially on hills. Looking further towards the City, I am bemused at the idea of a "Quiet Street" from Mayfield Church up a sharp incline towards Leycesters Avenue and down the Middle Glanmire Road. I, for one, will simply cycle down Old Youghal Road to Dillons Cross as I always do. The bus will wait behind me. Likewise, the reverse direction up Leycesters Avenue to Mayfield also provides a challenging sharp cycling incline. I will cycle up the gentler Old Youghal Road via Dillons Cross as I always do. The bus will wait behind me. Looking even further into the City, I am likewise bemused at Wellington Road "Quiet Street". Same logic applies. The bus will wait behind me on Summerhill North which is an easier cycle. More generally, I am also concerned at the Bus Gates on Old Youghal Road to Tinkers Cross. Since the new speed bumps have recently been installed on Colmcille Avenue, I have already witnessed parents speeding their kids during rush hour to the local Gael Scoil via rat-runs on Kerry Road and Sli Gartan. This rush hour behaviour will only become far worse with the new Bus Gates. There are so many other concerns generally which have already been well expressed by my fellow Mayfield natives. Many thanks for your kind consideration of my submission. Donal McSweeney, Iona Park, Mayfield.</p> | Please see the NTA's response to Issue 9 in this report |
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| <p>NTA-C14-1034</p> | <p>Bus Connects submission – Shane Clarke – Wellington Road, St Luke's</p> <p>Support. Strengthened by the proposals below I am very supportive of the Bus Connects programme. In an age of climate emergency, it will transform public transport provision and cycling investment in Cork City. I am supportive of the restrictions planned at Glen Avenue. This is consistent with a resident and neighbourhood focus 15 minute city.</p> <p>St Luke's urban design. An urban design approach to the implementation of the Bus Connects scheme through St Luke's (on the Mayfield route) should be implemented. This would prioritise pedestrians, deliver urban greening, use higher quality paving and surface treatments. A co-design approach should be taken with the residents and businesses. The Wellington Road, Summerhill and also Ballyhooley Road residents associations are very keen to start on this partnership work now.</p> <p>Wellington Rd jct Military Hill. I live at [personal information redacted] Wellington Road. I very strongly support the narrowing of the carriage way here. There is a proposed build out in front my garage - thus restricting access to the garage - which I am happy with. Please consider the planting of small trees on this and near-by build outs. This will signal an attractive approach to St, Luke's village, it will help you achieve the necessity of achieving biodiversity net-gain across the route.</p> <p>Rat-runs. Prison / Old Youghall Road. Please model the potential for this route to access Wellington Road during rush hour. Note that there is significant school student and pupil parking on Old Youghal Road at the rear of the school there - approaching Bell's Field. Suggest double yellow lines or resident only parking (with enforcement) to prevent this traffic coming into the area in the first place.</p> <p>Rat-Run. Middle Glanmire Road. Please model the potential for this route to access Wellington Road and Summerhill during rush hour. A bus gate and restrictive access should be considered here.</p> <p>General</p> <p>Walking. Walking is the foundation of a sustainable city. The Bus Connects project must commit to this principal and ensure that all routes follow it. This means widening pavements where every possible; providing frequent pedestrian crossings; widening those pedestrian crossings; providing on-demand pedestrian crossings with longer crossing time; providing additional tree planting.</p> <p>Cycling. Please ensure that the cycle investments proposed across the scheme link up. The joined-up network is all important.</p> <p>Private business parking. Taxing benefit-in-kind business parking spaces and 'free' out-of-town shopping and retail centre car parking should be implemented across the city to facilitate modal shift and finance active travel measures. Cork City Council and all publicly funded intuitions should be required by legislation to lead here.</p> <p>Slowing traffic. The Bus Connects investment programme should include a 30mph speed limit and enforcement along all routes. New and wider pedestrian crossings, raised tables, narrowed junctions and a village urban design approach should be implemented in all town centres, urban villages, and city centre areas.</p> <p>Prioritise resident parking. Strengthened controlled parking zones prioritizing residents should be implemented – particularly in city centre neighbourhoods.</p> <p>Demand management. Bus Connects is but one key element of a modal shift away from private cars. This requires a joined-up oversite and investment board. We need a city-wide partnership approach. This is particularly relevant regarding the provision of park and ride infrastructure, measures to reduce school run congestion, design integration with the proposed tram scheme, and commitment to taxing private car parking across the city.</p> <p>Enforcement. Enforcement of all parking and driving violations must be overhauled. Technology as per standard practice in London ++ should be implemented with the scheme.</p> <p>Taxation. Larger, second and more polluting vehicles should be taxed heavily.</p> <p>Trees. There must be a commitment to a net urban tree canopy gain. Where removed mature trees need replacement with multiple smaller trees. This should be part of a Bus Connects wide green infrastructure and tree planting action plan with Cork City Council Tree</p> | <p>Please see the NTA's response to Issue 20 in this report</p> |

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|                     | <p>taxing private car parking across the city.</p> <p>Enforcement. Enforcement of all parking and driving violations must be overhauled. Technology as per standard practice in London ++ should be implemented with the scheme.</p> <p>Taxation. Larger, second and more polluting vehicles should be taxed heavily.</p> <p>Trees. There must be a commitment to a net urban tree canopy gain. Where removed mature trees need replacement with multiple smaller trees. This should be part of a Bus Connects wide green infrastructure and tree planting action plan with Cork City Council Tree Officer. Consideration should be given to planting in publicly visible private spaces where this cannot be achieved in the public realm.</p> <p>Cork Tram. The Ballincollig to City Centre to Mahon tram system must be factored into the design of the relevant bus routes. Please reference the Cork Commuter Coalition proposal on this subject.</p> <p>Bus shelters. Covered bus shelters with real time bus information should be implemented at every bus stop.</p> <p>School Run. The school run amounts to a very significant percentage of the traffic congestion during term time. There must be a joined-up partnership with the Department of Education, Cork City Council and the schools and neighbourhoods of schools to tackle.</p> <p>Free public transport combined with school zones would largely reduce this congestion.</p> <p>Kind regards, Shane Clarke<br/>         Wellington Road resident (Mayfield route)<br/>         @GardenCityShane</p>   |   |
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|                     | <p>Kind regards, Shane Clarke<br/>                 Wellington Road resident (Mayfield route)<br/>                 @GardenCityShane</p>   |  |
| <p>NTA-C14-1034</p> | <p>Bus Connects submission – Shane Clarke – Wellington Road, St Luke's</p> <p>Support. Strengthened by the proposals below I am very supportive of the Bus Connects programme. In an age of climate emergency, it will transform public transport provision and cycling investment in Cork City. I am supportive of the restrictions planned at Glen Avenue. This is consistent with a resident and neighbourhood focus 15 minute city.</p> <p>St Luke's urban design. An urban design approach to the implementation of the Bus Connects scheme through St Luke's (on the Mayfield route) should be implemented. This would prioritise pedestrians, deliver urban greening, use higher quality paving and surface treatments. A co-design approach should be taken with the residents and businesses. The Wellington Road, Summerhill and also Ballyhooley Road residents associations are very keen to start on this partnership work now.</p> <p>Wellington Rd jct Military Hill. I live at [personal information redacted] Wellington Road. I very strongly support the narrowing of the carriage way here. There is a proposed build out in front my garage - thus restricting access to the garage - which I am happy with. Please consider the planting of small trees on this and near-by build outs. This will signal an attractive approach to St, Luke's village, it will help you achieve the necessity of achieving biodiversity net-gain across the route.</p> <p>Rat-runs. Prison / Old Youghall Road. Please model the potential for this route to access Wellington Road during rush hour. Note that there is significant school student and pupil parking on Old Youghal Road at the rear of the school there - approaching Bell's Field. Suggest double yellow lines or resident only parking (with enforcement) to prevent this traffic coming into the area in the first place.</p> <p>Rat-Run. Middle Glanmire Road. Please model the potential for this route to access Wellington Road and Summerhill during rush hour. A bus gate and restrictive access should be considered here.</p> <p>General</p> <p>Walking. Walking is the foundation of a sustainable city. The Bus Connects project must commit to this principal and ensure that all routes follow it. This means widening pavements where every possible; providing frequent pedestrian crossings; widening those pedestrian crossings; providing on-demand pedestrian crossings with longer crossing time; providing additional tree planting.</p> <p>Cycling. Please ensure that the cycle investments proposed across the scheme link up. The joined-up network is all important.</p> <p>Private business parking. Taxing benefit-in-kind business parking spaces and 'free' out-of-town shopping and retail centre car parking should be implemented across the city to facilitate modal shift and finance active travel measures. Cork City Council and all publicly funded intuitions should be required by legislation to lead here.</p> <p>Slowing traffic. The Bus Connects investment programme should include a 30mph speed limit and enforcement along all routes. New and wider pedestrian crossings, raised tables, narrowed junctions and a village urban design approach should be implemented in all town centres, urban villages, and city centre areas.</p> <p>Prioritise resident parking. Strengthened controlled parking zones prioritizing residents should be implemented – particularly in city centre neighbourhoods.</p> <p>Demand management. Bus Connects is but one key element of a modal shift away from private cars. This requires a joined-up oversight and investment board. We need a city-wide partnership approach. This is particularly relevant regarding the provision of park and ride infrastructure, measures to reduce school run congestion, design integration with the proposed tram scheme, and commitment to taxing private car parking across the city.</p> <p>Enforcement. Enforcement of all parking and driving violations must be overhauled. Technology as per standard practice in London ++ should be implemented with the scheme.</p> <p>Taxation. Larger, second and more polluting vehicles should be taxed heavily.</p> <p>Trees. There must be a commitment to a net urban tree canopy gain. Where removed mature trees need replacement with multiple smaller trees. This should be part of a Bus Connects wide green infrastructure and tree planting action plan with Cork City Council Tree Officer. Consideration should be given to planting in publicly visible private spaces where this cannot be achieved in the public realm.</p> | <p>Please see the NTA's response to Issue 4 in this report</p> |

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|              | <p>Cork Tram. The Ballincollig to City Centre to Mahon tram system must be factored into the design of the relevant bus routes. Please reference the Cork Commuter Coalition proposal on this subject.</p> <p>Bus shelters. Covered bus shelters with real time bus information should be implemented at every bus stop.</p> <p>School Run. The school run amounts to a very significant percentage of the traffic congestion during term time. There must be a joined-up partnership with the Department of Education, Cork City Council and the schools and neighbourhoods of schools to tackle.</p> <p>Free public transport combined with school zones would largely reduce this congestion.</p> <p>Kind regards, Shane Clarke<br/>Wellington Road resident (Mayfield route)<br/>@GardenCityShane</p>  |  |
| NTA-C14-1036 | <p>As a long term resident in the area and having lived through many changes here, some good and some bad, I welcome the opportunity to be heard in the next phase of development in the area. While I commend the efforts of people to improve the infrastructure here I feel the proposed changes will have a negative impact on the quality of life for people along Colmcille Avenue directly impacting me and my neighbours. I think if you were to review this again you would see that because of its hilly terrain there is not a huge amount of cyclists in the area and to give over so much road and footpath to a really small amount of people would have an adverse effect on the majority of people who live there. I would go so far as to say it would negatively impact 100% of the population living in the area. The loss of the 208 route is also too big a loss to countenance for the amount of people that use it to both go to CUH and MTU. I myself used it as a student back in the seventies and even though it took over an hour to get me to college, I would not have been able to attend without it. Another aspect that also concerns me is the increase in the volume of traffic through Colmcille Avenue and the noise and general loss of amenity that this brings with it. The fact we will no longer be able to park a car outside the house also has a huge impact on a large amount of people living on this street and indeed the businesses too. I would like to finish by saying while I well come change that adds to a community I feel that the proposed route from Mayfield to the city does not bring value to us. It degrades our quality of life and I would ask you to reconsider this proposal</p> | Please see the NTA's response to Issue 12 in this report |
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| NTA-C14-1036 | <p>As a long term resident in the area and having lived through many changes here, some good and some bad, I welcome the opportunity to be heard in the next phase of development in the area. While I commend the efforts of people to improve the infrastructure here I feel the proposed changes will have a negative impact on the quality of life for people along Colmcille Avenue directly impacting me and my neighbours. I think if you were to review this again you would see that because of its hilly terrain there is not a huge amount of cyclists in the area and to give over so much road and footpath to a really small amount of people would have an adverse effect on the majority of people who live there. I would go so far as to say it would negatively impact 100% of the population living in the area. The loss of the 208 route is also too big a loss to countenance for the amount of people that use it to both go to CUH and MTU. I myself used it as a student back in the seventies and even though it took over an hour to get me to college, I would not have been able to attend without it. Another aspect that also concerns me is the increase in the volume of traffic through Colmcille Avenue and the noise and general loss of amenity that this brings with it. The fact we will no longer be able to park a car outside the house also has a huge impact on a large amount of people living on this street and indeed the businesses too.</p> <p>I would like to finish by saying while I well come change that adds to a community I feel that the proposed route from Mayfield to the city does not bring value to us. It degrades our quality of life and I would ask you to reconsider this proposal</p> | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1047 | <p>Dear Sir / Madam,</p> <p>I am making this observation on behalf of the residents of Arbutus, Montenotte.</p> <p>It is understood that per the current preferred route option, a ban on right hand turns onto The Middle Glanmire Road from the city centre will be introduced. There is a concern that this will result in residents having to travel an extra 15/20 minutes in order to reach their homes on a daily basis. Along with this, the road network is narrow, therefore the diversion of traffic may create additional congestion on these routes. The sustainability of this is concerning to all.</p> <p>We would welcome an opportunity to engage with the Design Team to discuss the proposal in more detail.</p> <p>Regards<br/>Jim McCarthy<br/>[personal information redacted]</p>  | Please see the NTA's response to Issue 7 in this report  |



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| NTA-C14-1047 | <p>Dear Sir / Madam,</p> <p>I am making this observation on behalf of the residents of Arbutus, Montenotte.</p> <p>It is understood that per the current preferred route option, a ban on right hand turns onto The Middle Glanmire Road from the city centre will be introduced. There is a concern that this will result in residents having to travel an extra 15/20 minutes in order to reach their homes on a daily basis. Along with this, the road network is narrow, therefore the diversion of traffic may create additional congestion on these routes. The sustainability of this is concerning to all.</p> <p>We would welcome an opportunity to engage with the Design Team to discuss the proposal in more detail.</p> <p>Regards<br/>Jim McCarthy<br/>[personal information redacted]</p>  | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-1054 | <p>Hi,</p> <p>I live in York Terrace. I have consulted with all the neighbours on my terrace and we are very enthusiastic about blocking York Hill as a through road. Can this please be done tomorrow?!?!?</p> <p>Currently, cars are aggressively turning left from Summerhill onto York Hill. Not to mention the daily traffic congestion caused by the school run with cars trying to access it from Wellington Road.</p> <p>All the neighbours on York Terrace think blocking car traffic going up and down York Hill is a wonderful idea. We are very happy just to have access to Summerhill North and assume we will have the option to turn right onto Summerhill (this is currently being ignored by nearly all the cars on the hill).</p> <p>Thanks,<br/>Philip</p>  | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1057 | <p>As someone who lives Middle Glanmire road and who previously relied on buses to get to work, I completely agree that our public transportation needs upgrading as it is incredibly unreliable. I now commute to work by car and can say that middle Glanmire road is not an area that is low in traffic volume. It is also not a safe walkable area as footpaths are not wide enough for two abreast to walk, causing people to have to go onto the road to pass each other. Large parts are unsuitable for wheelchair users, buggies etc as the footpaths are not wide enough and the curb is incredibly high off the road. Hence this road is unsuitable for greater traffic being diverted onto it as well as a safe cycle route, as you are competing with cars, bicycles, pedestrians, buggies etc that are unable to safely use the footpath. The road is also not suitable for two cars at certain spaces. Thin paths that are full of ESB poles are a further risk to people with visual impairments and make the path too small for even a single person to walk on the path. The right hand turn ban to middle Glanmire road from st Luke's cross would create more traffic on your proposed quiet cycle zone down Lysters lane as that is the path residents would then have to take to get home. Greater infrastructure improvement needs to be down on middle Glanmire road to improve the ability to walk, cycle into town. We have a newborn baby and would love to be able to walk into town but it's functionally impossible due to the footpaths, hence we have to drive. Even walking down to get the bus in isn't possible. The city council really need to focus on making this city a walkable city as well as cycle friendly.</p> | Please see the NTA's response to Issue 7 in this report  |
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| <b>NTA-C14-1067</b> | <p>Middle Glanmire road has been identified as low in traffic volume. While lower volumes of traffic are present, the roads are too narrow to pass two cars abreast on the road. The near constant jams as a result mean the road is not practically low volume.</p> <p>It is also not a safe walkable area as footpaths are not wide enough for two abreast to walk, causing people to have to step into the road to pass each other. There have been fatalities on this road, it's a wonder pedestrians have been so lucky. Large parts, particularly east of Ard na Laoi, are unsuitable in their entirety for wheelchair users, the visually impaired, buggies etc as the footpaths are not wide enough to accommodate the wheel base, while also narrowing significantly more with pylons taking a proportion of the narrowest footpath. This road is unsuitable for greater traffic being diverted onto it as well as a safe cycle route, as you are competing with cars, bicycles, pedestrians, buggies etc that are all currently unable to safely use the footpath.</p> <p>The right hand turn ban to Middle Glanmire Road from Summerhill North at St Luke's Cross also raises concerns. What route is proposed for a driver coming home from the city to get to their home on Middle Glanmire road? As I see it, the ballyhooley road and old youghal road are either jammed during rush hours or, in the case of the old youghal road, are also choke points for traffic with two cars unable to pass abreast.</p> <p>Greater infrastructure improvement needs to be down on middle Glanmire road to improve the ability to walk or cycle into town. We have a newborn baby and would love to be able to walk into town but it is unsafe and impractical to do so due to the footpaths.</p> <p>The city council really need to focus on making this city a walkable city for people of all abilities and ages well as cycle friendly.</p> <p>Further, it's one thing to propose changes at junctions to make that junction flow better, but I do not see any accounting for where that traffic is supposed to go instead.</p> | Please see the NTA's response to Issue 7 in this report  |
| <b>NTA-C14-1067</b> | <p>Middle Glanmire road has been identified as low in traffic volume. While lower volumes of traffic are present, the roads are too narrow to pass two cars abreast on the road. The near constant jams as a result mean the road is not practically low volume.</p> <p>It is also not a safe walkable area as footpaths are not wide enough for two abreast to walk, causing people to have to step into the road to pass each other. There have been fatalities on this road, it's a wonder pedestrians have been so lucky. Large parts, particularly east of Ard na Laoi, are unsuitable in their entirety for wheelchair users, the visually impaired, buggies etc as the footpaths are not wide enough to accommodate the wheel base, while also narrowing significantly more with pylons taking a proportion of the narrowest footpath. This road is unsuitable for greater traffic being diverted onto it as well as a safe cycle route, as you are competing with cars, bicycles, pedestrians, buggies etc that are all currently unable to safely use the footpath.</p> <p>The right hand turn ban to Middle Glanmire Road from Summerhill North at St Luke's Cross also raises concerns. What route is proposed for a driver coming home from the city to get to their home on Middle Glanmire road? As I see it, the ballyhooley road and old youghal road are either jammed during rush hours or, in the case of the old youghal road, are also choke points for traffic with two cars unable to pass abreast.</p> <p>Greater infrastructure improvement needs to be down on middle Glanmire road to improve the ability to walk or cycle into town. We have a newborn baby and would love to be able to walk into town but it is unsafe and impractical to do so due to the footpaths.</p> <p>The city council really need to focus on making this city a walkable city for people of all abilities and ages well as cycle friendly.</p> <p>Further, it's one thing to propose changes at junctions to make that junction flow better, but I do not see any accounting for where that traffic is supposed to go instead.</p> | Please see the NTA's response to Issue 18 in this report |
| <b>NTA-C14-1076</b> | <p>I wish to place on record my grave concerns regarding the negative impact of the Preferred Route Options as currently proposed on me, my family and my neighbours in Colmcille Avenue and Iona Park and to strenuously object to the current plans for same.</p> <p>I was born on Colmcille Avenue and will continue to live here for the rest of my days. During my lifetime I have witnessed many changes in our area, some good and some not so good, but I can honestly say that none of these changes have generated such serious concerns for my family and I, or galvanised our community so strongly in opposition, as the NTA's current proposals.</p> <p>In summary, if the current proposals proceed we will:</p>   | Please see the NTA's response to Issue 12 in this report |

## LOSE:

Our current 208 bus service, which runs every 10 to 15 minutes and travels to CUH and beyond, to be replaced by the number 21 bus which runs ONCE PER HOUR as far as UCC. Our on-street parking – both for residents and businesses. All of our remaining trees along a large section of one side of Colmcille Avenue. Our current wide footpaths, which measure c. 3.6 m to 3.04 m, to be replaced by a reduced footpath width of 2 m. Potentially, our speed ramps, albeit that we have received contradictory information in this regard, being advised at the public consultation that they will be removed but then to be advised at the forum meeting that they are to remain. GET:

A footpath through the green in Iona Park, which in my opinion, is most definitely not necessary. My preference, and that of my family, would be that it does not proceed as we fear that it would be an open invitation for anti-social gatherings. 2 x toucan crossings which, whilst welcomed, need to be revisited in terms of their proposed positioning. 2 x new bus stops to service the ONCE PER HOUR service, the current locations of which are a major source of concern from a road safety and privacy perspective, as well as yet further venues for gatherings and anti-social behaviour. 2 x cycle lanes travelling up and down a steep gradient which, quite simply, will not be used except by the fittest and hardiest of cyclists. In addition this long established residential area, which I am proud to call my home, is going to be subjected to dramatically increased through traffic levels, and directly associated increased noise and air pollution levels, resulting from the proposed introduction of bus gates on Old Youghal Road and Ballyhooly Road, the proposed ban on left hand turns from Old Youghal Road down Gordons Hill and the proposed ban on right turns from St Lukes to the Middle Glanmire Road.

In the context of the stated aim and benefits of the BusConnects Cork, once again, we draw the short straw. Instead of getting an enhanced bus system ours will disimprove, thereby forcing my family and I to use our cars more often, thus ensuring that we will not be contributing to either the attempts to address climate change or Cork's carbon neutral target. Likewise, the stated benefits regarding accessibility, pedestrians and urban realm improvements will not be seen around my home.

Each of the above points have been elaborated upon in detail in the submission made by the group representing concerned residents of Colmcille Avenue, Iona Park, Iona Green, Iona Road and Inis Eoghin so I do not see any merit in expanding upon the pro's and con's of them further in this submission, other than to say that I completely support the said submission (reference: NTA-C14-665).

As I fast approach retirement, is it unreasonable of me:

- to expect that I will be able to continue to enjoy a tree lined avenue, as opposed to a mass of concrete, when I walk out of my home?
  - to want to be able to continue to enjoy walking on our wide footpaths which are the only walking amenity in my neighbourhood?
    - not to want to worry about increased levels of through traffic, and traffic congestion, outside my front door, resulting in increased noise and air pollution negatively impacting on my environs, home and health?
      - not to want to have to worry about taking my life in my hands as I cross our avenue?
  - to expect that I will be able to continue to avail of our local businesses, which are the only ones within walking distance, and not be concerned that they will fail as a result of the proposed ban on on-street parking?
  - to expect to benefit from the underlying principle of this project i.e. to "... deliver an enhanced bus system that is better for the city, its people ...."? My neighbours and I, whilst very proud Mayfield people, are proud to call ourselves Corkonians too!

I support planning for the future but surely there is an obligation on those with responsibility for developing such plans to ensure that they do not unfairly penalise a community as is the case here?

Likewise, is there not an inherent obligation on those compiling these plans to cater for the current and future needs of all age groups? This is most definitely not the case here as, far from catering for the elderly in our community, and those of us who are approaching our so-called twilight years, the current proposals will serve to disimprove our quality of life if they proceed.

I do not cycle but I do use public transport, I do walk in my area and take a huge amount of pleasure from our remaining trees, especially the one nearest my home which has "lived" on the avenue for as long, if not longer, than I have, I do support and value our local businesses and appreciate their support of our community organisations, I do know my neighbours across the avenue and would like to continue to be able to cross over to call to them, I have family and friends who live in Iona Park and Sli Gartan and do not want

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|                     | <p>them to be subjected to increased levels of through traffic as motorists try to avoid further congestion on Colmcille Avenue and, having worked hard and paid tax for nearly 40 years, I feel justifiably entitled to the continued quiet and peaceful enjoyment of my home and its environs and the quality of life that I currently enjoy here.</p> <p>To be clear, I do not have an issue with cycle lanes – that which I do have a major issue with is capital expenditure on cycle lanes that are not viable, and at a huge cost in terms of quality of life for me, my family and our neighbours, especially when there are other more viable and user friendly routes available for cyclists in our area.</p> <p>BusConnects Cork is a €600m programme of works meant to transform our city's public transport system for the better for its people, not for some of its people and not at the cost of dramatically disimproving the quality of life of those same people who will not benefit from the said transformation.</p> <p>It is incumbent on you, as the organisation tasked with responsibility for the BusConnects Cork project, to shelve the current plans for Colmcille Avenue and Iona Park and to meaningfully engage with residents to plan a just, equitable and sensible way forward.</p>  |  |
| <p>NTA-C14-1076</p> | <p>I wish to place on record my grave concerns regarding the negative impact of the Preferred Route Options as currently proposed on me, my family and my neighbours in Colmcille Avenue and Iona Park and to strenuously object to the current plans for same.</p> <p>I was born on Colmcille Avenue and will continue to live here for the rest of my days. During my lifetime I have witnessed many changes in our area, some good and some not so good, but I can honestly say that none of these changes have generated such serious concerns for my family and I, or galvanised our community so strongly in opposition, as the NTA's current proposals.</p> <p>In summary, if the current proposals proceed we will:</p> <p style="text-align: center;">LOSE:</p> <p>Our current 208 bus service, which runs every 10 to 15 minutes and travels to CUH and beyond, to be replaced by the number 21 bus which runs ONCE PER HOUR as far as UCC. Our on-street parking – both for residents and businesses. All of our remaining trees along a large section of one side of Colmcille Avenue. Our current wide footpaths, which measure c. 3.6 m to 3.04 m, to be replaced by a reduced footpath width of 2 m. Potentially, our speed ramps, albeit that we have received contradictory information in this regard, being advised at the public consultation that they will be removed but then to be advised at the forum meeting that they are to remain. GET:</p> <p>A footpath through the green in Iona Park, which in my opinion, is most definitely not necessary. My preference, and that of my family, would be that it does not proceed as we fear that it would be an open invitation for anti-social gatherings. 2 x toucan crossings which, whilst welcomed, need to be revisited in terms of their proposed positioning. 2 x new bus stops to service the ONCE PER HOUR service, the current locations of which are a major source of concern from a road safety and privacy perspective, as well as yet further venues for gatherings and anti-social behaviour. 2 x cycle lanes travelling up and down a steep gradient which, quite simply, will not be used except by the fittest and hardest of cyclists. In addition this long established residential area, which I am proud to call my home, is going to be subjected to dramatically increased through traffic levels, and directly associated increased noise and air pollution levels, resulting from the proposed introduction of bus gates on Old Youghal Road and Ballyhooly Road, the proposed ban on left hand turns from Old Youghal Road down Gordons Hill and the proposed ban on right turns from St Lukes to the Middle Glanmire Road.</p> <p>In the context of the stated aim and benefits of the BusConnects Cork, once again, we draw the short straw. Instead of getting an enhanced bus system ours will disimprove, thereby forcing my family and I to use our cars more often, thus ensuring that we will not be contributing to either the attempts to address climate change or Cork's carbon neutral target. Likewise, the stated benefits regarding accessibility, pedestrians and urban realm improvements will not be seen around my home.</p> <p>Each of the above points have been elaborated upon in detail in the submission made by the group representing concerned residents of Colmcille Avenue, Iona Park, Iona Green, Iona Road and Inis Eoghin so I do not see any merit in expanding upon the pro's and con's of them further in this submission, other than to say that I completely support the said submission (reference: NTA-C14-665).</p> <p style="text-align: center;">As I fast approach retirement, is it unreasonable of me:</p> <ul style="list-style-type: none"> <li>● to expect that I will be able to continue to enjoy a tree lined avenue, as opposed to a mass of concrete, when I walk out of my home?</li> </ul> | <p>Please see the NTA's response to Issue 5 in this report</p> |

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- to expect that I will be able to continue to avail of our local businesses, which are the only ones within walking distance, and not be concerned that they will fail as a result of the proposed ban on on-street parking?
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I support planning for the future but surely there is an obligation on those with responsibility for developing such plans to ensure that they do not unfairly penalise a community as is the case here?

Likewise, is there not an inherent obligation on those compiling these plans to cater for the current and future needs of all age groups? This is most definitely not the case here as, far from catering for the elderly in our community, and those of us who are approaching our so-called twilight years, the current proposals will serve to disimprove our quality of life if they proceed.

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In the context of the stated aim and benefits of the BusConnects Cork, once again, we draw the short straw. Instead of getting an enhanced bus system ours will disimprove, thereby forcing my family and I to use our cars more often, thus ensuring that we will not be contributing to either the attempts to address climate change or Cork's carbon neutral target. Likewise, the stated benefits regarding accessibility, pedestrians and urban realm improvements will not be seen around my home.

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As I fast approach retirement, is it unreasonable of me:

- to expect that I will be able to continue to enjoy a tree lined avenue, as opposed to a mass of concrete, when I walk out of my home?
  - to want to be able to continue to enjoy walking on our wide footpaths which are the only walking amenity in my neighbourhood?
  - not to want to have to worry about increased levels of through traffic, and traffic congestion, outside my front door, resulting in increased noise and air pollution negatively impacting on my environs, home and health?
    - not to want to have to worry about taking my life in my hands as I cross our avenue?
- to expect that I will be able to continue to avail of our local businesses, which are the only ones within walking distance, and not be concerned that they will fail as a result of the proposed ban on on-street parking?
- to expect to benefit from the underlying principle of this project i.e. to "... deliver an enhanced bus system that is better for the city, its people ...."? My neighbours and I, whilst very proud Mayfield people, are proud to call ourselves Corkonians too!

I support planning for the future but surely there is an obligation on those with responsibility for developing such plans to ensure that they do not unfairly penalise a community as is the case here?

Likewise, is there not an inherent obligation on those compiling these plans to cater for the current and future needs of all age groups? This is most definitely not the case here as, far from catering for the elderly in our community, and those of us who are approaching our so-called twilight years, the current proposals will serve to disimprove our quality of life if they proceed.

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To be clear, I do not have an issue with cycle lanes – that which I do have a major issue with is capital expenditure on cycle lanes that are not viable, and at a huge cost in terms of quality of life for me, my family and our neighbours, especially when there are other more viable and user friendly routes available for cyclists in our area.

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## LOSE:

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I support planning for the future but surely there is an obligation on those with responsibility for developing such plans to ensure that they do not unfairly penalise a community as is the case here?

Likewise, is there not an inherent obligation on those compiling these plans to cater for the current and future needs of all age groups? This is most definitely not the case here as, far from catering for the elderly in our community, and those of us who are approaching our so-called twilight years, the current proposals will serve to disimprove our quality of life if they proceed.

I do not cycle but I do use public transport, I do walk in my area and take a huge amount of pleasure from our remaining trees, especially the one nearest my home which has "lived" on the avenue for as long, if not longer, than I have, I do support and value our local businesses and appreciate their support of our community organisations, I do know my neighbours across the avenue and would like to continue to be able to cross over to call to them, I have family and friends who live in Iona Park and Sli Gartan and do not want

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|                            | <p>them to be subjected to increased levels of through traffic as motorists try to avoid further congestion on Colmcille Avenue and, having worked hard and paid tax for nearly 40 years, I feel justifiably entitled to the continued quiet and peaceful enjoyment of my home and its environs and the quality of life that I currently enjoy here.</p> <p>To be clear, I do not have an issue with cycle lanes – that which I do have a major issue with is capital expenditure on cycle lanes that are not viable, and at a huge cost in terms of quality of life for me, my family and our neighbours, especially when there are other more viable and user friendly routes available for cyclists in our area.</p> <p>BusConnects Cork is a €600m programme of works meant to transform our city's public transport system for the better for its people, not for some of its people and not at the cost of dramatically disimproving the quality of life of those same people who will not benefit from the said transformation.</p> <p>It is incumbent on you, as the organisation tasked with responsibility for the BusConnects Cork project, to shelve the current plans for Colmcille Avenue and Iona Park and to meaningfully engage with residents to plan a just, equitable and sensible way forward.</p>   |  |
| <p><b>NTA-C14-1078</b></p> | <p>To whom it may concern, I have been living in Mayfield my whole life and I strongly disagree with the prposed changes being made to colmcille avenue, our bus roots are sacred to us all, especially the elderly, I always use the bus roots for work as I work shift work, if these roots are taken it will make it so hard to commute to and from work not to mention the safety of the residents in colmcille avenue, I also strongly object to the cycle lanes being put in place, this is leaving the residents of colmcille avenue with no parking for our cars which is totally unexceptable, parking is so limited in our area as it is, how this can be justified is beyond me, i hope our voices can be heard and action will be taken to stop this change in our community as we are perfectly happy with the way our community is</p>  | <p>Please see the NTA's response to Issue 5 in this report</p> |
| <p><b>NTA-C14-1078</b></p> | <p>To whom it may concern, I have been living in Mayfield my whole life and I strongly disagree with the prposed changes being made to colmcille avenue, our bus roots are sacred to us all, especially the elderly, I always use the bus roots for work as I work shift work, if these roots are taken it will make it so hard to commute to and from work not to mention the safety of the residents in colmcille avenue, I also strongly object to the cycle lanes being put in place, this is leaving the residents of colmcille avenue with no parking for our cars which is totally unexceptable, parking is so limited in our area as it is, how this can be justified is beyond me, i hope our voices can be heard and action will be taken to stop this change in our community as we are perfectly happy with the way our community is</p>  | <p>Please see the NTA's response to Issue 9 in this report</p> |
| <p><b>NTA-C14-1083</b></p> | <p>I live in Sli Gartan, Mayfield. I do not drive and rely totally on public transport.</p> <p>I strongly object to the current Busconnect proposals for my area as I believe that they will have negatively impact on my neighbours and I in many ways.</p> <p>The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? There is already a lot of through traffic on Colmcille Avenue. The proposed bus gates will channel even more through traffic on to the avenue without any thought for those of us who live in the area. Given the increased volume of traffic, road users will use Sli Gartan as a "rat run" to avoid congestion on Colmcille Avenue, turning our quiet road into a secondary through road. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours and our local businesses. There are no other parking facilities for my neighbours who don't have off-street parking. I rely on our local businesses which are within walking distance of my home and there is a genuine concern that the absence of parking could easily jeopardise their on-going viability. We have already lost two banks from our area and do not want to lose any more of our businesses. The removal of all of the mature road side trees along one side of Colmcille Avenue from the junction with Iona Park to just above the junction with Kerry Road to provide cycling lanes on a steep hill, that will only be used by the hardest of cyclists, does not make sense. These trees should remain. The proposed reduction of the footpath widths to 2m, and the positioning of a cycle lane alongside the footpaths, would mean that I would no longer be able to walk comfortably on the footpaths. There are limited facilities available for walking like this in Mayfield and there is a complete lack of regard for people like me in this plan. The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. How can you possibly justify taking our trees and on-street parking, narrowing our footpaths,</p> | <p>Please see the NTA's response to Issue 5 in this report</p> |

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|                            | <p>increasing noise and air pollution, all to supposedly improve our connectivity, and expect us to accept a major reduction in our bus service? It is totally unfair.</p> <p>I ask that you take my genuine concerns, and those of my neighbours, on board and revamp your proposals for our area accordingly.</p>  |   |
| <p><b>NTA-C14-1083</b></p> | <p>I live in Sli Gartan, Mayfield. I do not drive and rely totally on public transport.</p> <p>I strongly object to the current Busconnect proposals for my area as I believe that they will have negatively impact on my neighbours and I in many ways.</p> <p>The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? There is already a lot of through traffic on Colmcille Avenue. The proposed bus gates will channel even more through traffic on to the avenue without any thought for those of us who live in the area. Given the increased volume of traffic, road users will use Sli Gartan as a “rat run” to avoid congestion on Colmcille Avenue, turning our quiet road into a secondary through road. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours and our local businesses. There are no other parking facilities for my neighbours who don't have off-street parking. I rely on our local businesses which are within walking distance of my home and there is a genuine concern that the absence of parking could easily jeopardise their on-going viability. We have already lost two banks from our area and do not want to lose any more of our businesses. The removal of all of the mature road side trees along one side of Colmcille Avenue from the junction with Iona Park to just above the junction with Kerry Road to provide cycling lanes on a steep hill, that will only be used by the hardest of cyclists, does not make sense. These trees should remain. The proposed reduction of the footpath widths to 2m, and the positioning of a cycle lane alongside the footpaths, would mean that I would no longer be able to walk comfortably on the footpaths. There are limited facilities available for walking like this in Mayfield and there is a complete lack of regard for people like me in this plan. The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. How can you possibly justify taking our trees and on-street parking, narrowing our footpaths, increasing noise and air pollution, all to supposedly improve our connectivity, and expect us to accept a major reduction in our bus service? It is totally unfair.</p> <p>I ask that you take my genuine concerns, and those of my neighbours, on board and revamp your proposals for our area accordingly.</p> | <p>Please see the NTA's response to Issue 7 in this report</p>  |
| <p><b>NTA-C14-1083</b></p> | <p>I live in Sli Gartan, Mayfield. I do not drive and rely totally on public transport.</p> <p>I strongly object to the current Busconnect proposals for my area as I believe that they will have negatively impact on my neighbours and I in many ways.</p> <p>The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? There is already a lot of through traffic on Colmcille Avenue. The proposed bus gates will channel even more through traffic on to the avenue without any thought for those of us who live in the area. Given the increased volume of traffic, road users will use Sli Gartan as a “rat run” to avoid congestion on Colmcille Avenue, turning our quiet road into a secondary through road. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours and our local businesses. There are no other parking facilities for my neighbours who don't have off-street parking. I rely on our local businesses which are within walking distance of my home and there is a genuine concern that the absence of parking could easily jeopardise their on-going viability. We have already lost two banks from our area and do not want to lose any more of our businesses. The removal of all of the mature road side trees along one side of Colmcille Avenue from the junction with Iona Park to just above the junction with Kerry Road to provide cycling lanes on a steep hill, that will only be used by the hardest of cyclists, does not make sense. These trees should remain. The proposed reduction of the footpath widths to 2m, and the positioning of a cycle lane alongside the footpaths, would mean that I would no longer be able to walk comfortably on the footpaths. There are</p>   | <p>Please see the NTA's response to Issue 11 in this report</p> |

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| NTA-C14-1083 | <p>I live in Sli Gartan, Mayfield. I do not drive and rely totally on public transport.</p> <p>I strongly object to the current Busconnect proposals for my area as I believe that they will have negatively impact on my neighbours and I in many ways.</p> <p>The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? There is already a lot of through traffic on Colmcille Avenue. The proposed bus gates will channel even more through traffic on to the avenue without any thought for those of us who live in the area. Given the increased volume of traffic, road users will use Sli Gartan as a “rat run” to avoid congestion on Colmcille Avenue, turning our quiet road into a secondary through road. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours and our local businesses. There are no other parking facilities for my neighbours who don't have off-street parking. I rely on our local businesses which are within walking distance of my home and there is a genuine concern that the absence of parking could easily jeopardise their on-going viability. We have already lost two banks from our area and do not want to lose any more of our businesses. The removal of all of the mature road side trees along one side of Colmcille Avenue from the junction with Iona Park to just above the junction with Kerry Road to provide cycling lanes on a steep hill, that will only be used by the hardest of cyclists, does not make sense. These trees should remain. The proposed reduction of the footpath widths to 2m, and the positioning of a cycle lane alongside the footpaths, would mean that I would no longer be able to walk comfortably on the footpaths. There are limited facilities available for walking like this in Mayfield and there is a complete lack of regard for people like me in this plan. The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. How can you possibly justify taking our trees and on-street parking, narrowing our footpaths, increasing noise and air pollution, all to supposedly improve our connectivity, and expect us to accept a major reduction in our bus service? It is totally unfair.</p> <p>I ask that you take my genuine concerns, and those of my neighbours, on board and revamp your proposals for our area accordingly.</p> | Please see the NTA's response to Issue 9 in this report |
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|              | <p>Iona Park to just above the junction with Kerry Road to provide cycling lanes on a steep hill, that will only be used by the hardest of cyclists, does not make sense. These trees should remain. The proposed reduction of the footpath widths to 2m, and the positioning of a cycle lane alongside the footpaths, would mean that I would no longer be able to walk comfortably on the footpaths. There are limited facilities available for walking like this in Mayfield and there is a complete lack of regard for people like me in this plan. The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. How can you possibly justify taking our trees and on-street parking, narrowing our footpaths, increasing noise and air pollution, all to supposedly improve our connectivity, and expect us to accept a major reduction in our bus service? It is totally unfair.</p> <p>I ask that you take my genuine concerns, and those of my neighbours, on board and revamp your proposals for our area accordingly.</p>   |  |
| NTA-C14-1097 | <p>I am generally in support of the proposed changes described in the Mayfield to City plan. I think it is positive that there will be a frequent and reliable bus service on a main road such as Old Youghal Road. This will certainly encourage me to make greater use of the bus. I also welcome the increase in cycling infrastructure. While I note some submissions have argued that there are not currently many cyclists, surely this can also be explained by poor infrastructure as opposed to lack of demand. Also, while the Mayfield and Montenotee areas are on hills, the advances in e-bikes should negate this problem.</p> <p>I have also noted some who have objected to the narrowing of footpaths on Colmcille Ave. My view would be that the footpaths are currently very wide and that a reduction down to 2 metres should not inconvenience anybody.</p> <p>What I would be supportive of is a review of the frequency of the No 21 bus that will serve the area. This should be at least every 30 mins to facilitate the large number of people that would use this service.</p>  | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1097 | <p>I am generally in support of the proposed changes described in the Mayfield to City plan. I think it is positive that there will be a frequent and reliable bus service on a main road such as Old Youghal Road. This will certainly encourage me to make greater use of the bus. I also welcome the increase in cycling infrastructure. While I note some submissions have argued that there are not currently many cyclists, surely this can also be explained by poor infrastructure as opposed to lack of demand. Also, while the Mayfield and Montenotee areas are on hills, the advances in e-bikes should negate this problem.</p> <p>I have also noted some who have objected to the narrowing of footpaths on Colmcille Ave. My view would be that the footpaths are currently very wide and that a reduction down to 2 metres should not inconvenience anybody.</p> <p>What I would be supportive of is a review of the frequency of the No 21 bus that will serve the area. This should be at least every 30 mins to facilitate the large number of people that would use this service.</p>  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1100 | <p>I am writing to express my strong disapproval to the proposed Mayfield to City Sustainable Transport Corridor (STC B) that is set to commence at the Tinker's Cross intersection of the North Ring Road (R635) and Old Youghal Road. While I understand the importance of sustainable transport initiatives and the need to enhance transportation infrastructure, I believe that the current proposal raises significant concerns regarding environmental impact and the obstruction of the right of way.</p> <p>Firstly, one of the key concerns I would like to raise pertains to the unnecessary cutting down of trees along the proposed corridor. Trees play a vital role in our ecosystem by purifying the air, reducing noise pollution, and providing habitat for various species. Removing these trees would not only disrupt the natural landscape but also negatively impact the overall environmental well-being of the area. I strongly urge the city planning department to consider alternative routes or design modifications that can minimize the removal of trees and preserve the existing greenery.</p> <p>Furthermore, the proposed corridor appears to hinder the right of way for motorized transportation users. It is essential to prioritize the safety and convenience of all road users, and any development should strive to promote inclusive and sustainable mobility. Blocking or limiting the right of way for motorist would contradict the objective of the sustainable transport corridor and potentially discourage non-motorized transportation options. I urge the planning department to reevaluate the design to ensure the provision of safe and unobstructed paths for all road users.</p> <p>In light of these concerns, I request that the city planning department reconsiders the current proposal for the Mayfield to City Sustainable Transport Corridor (STC B). I strongly believe that a more comprehensive and environmentally conscious approach should</p> | Please see the NTA's response to Issue 14 in this report |



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|                            | <p>be taken, one that considers alternative routes, minimizes tree removal, and ensures the unobstructed right of way for all road users. Engaging with local environmental organizations and seeking public input during the planning process can also provide valuable insights and suggestions for a more sustainable and community-friendly development.</p>   |   |
| <p><b>NTA-C14-1100</b></p> | <p>I am writing to express my strong disapproval to the proposed Mayfield to City Sustainable Transport Corridor (STC B) that is set to commence at the Tinker's Cross intersection of the North Ring Road (R635) and Old Youghal Road. While I understand the importance of sustainable transport initiatives and the need to enhance transportation infrastructure, I believe that the current proposal raises significant concerns regarding environmental impact and the obstruction of the right of way.</p> <p>Firstly, one of the key concerns I would like to raise pertains to the unnecessary cutting down of trees along the proposed corridor. Trees play a vital role in our ecosystem by purifying the air, reducing noise pollution, and providing habitat for various species. Removing these trees would not only disrupt the natural landscape but also negatively impact the overall environmental well-being of the area. I strongly urge the city planning department to consider alternative routes or design modifications that can minimize the removal of trees and preserve the existing greenery.</p> <p>Furthermore, the proposed corridor appears to hinder the right of way for motorized transportation users. It is essential to prioritize the safety and convenience of all road users, and any development should strive to promote inclusive and sustainable mobility. Blocking or limiting the right of way for motorist would contradict the objective of the sustainable transport corridor and potentially discourage non-motorized transportation options. I urge the planning department to reevaluate the design to ensure the provision of safe and unobstructed paths for all road users.</p> <p>In light of these concerns, I request that the city planning department reconsiders the current proposal for the Mayfield to City Sustainable Transport Corridor (STC B). I strongly believe that a more comprehensive and environmentally conscious approach should be taken, one that considers alternative routes, minimizes tree removal, and ensures the unobstructed right of way for all road users. Engaging with local environmental organizations and seeking public input during the planning process can also provide valuable insights and suggestions for a more sustainable and community-friendly development.</p> | <p>Please see the NTA's response to Issue 17 in this report</p> |
| <p><b>NTA-C14-1100</b></p> | <p>I am writing to express my strong disapproval to the proposed Mayfield to City Sustainable Transport Corridor (STC B) that is set to commence at the Tinker's Cross intersection of the North Ring Road (R635) and Old Youghal Road. While I understand the importance of sustainable transport initiatives and the need to enhance transportation infrastructure, I believe that the current proposal raises significant concerns regarding environmental impact and the obstruction of the right of way.</p> <p>Firstly, one of the key concerns I would like to raise pertains to the unnecessary cutting down of trees along the proposed corridor. Trees play a vital role in our ecosystem by purifying the air, reducing noise pollution, and providing habitat for various species. Removing these trees would not only disrupt the natural landscape but also negatively impact the overall environmental well-being of the area. I strongly urge the city planning department to consider alternative routes or design modifications that can minimize the removal of trees and preserve the existing greenery.</p> <p>Furthermore, the proposed corridor appears to hinder the right of way for motorized transportation users. It is essential to prioritize the safety and convenience of all road users, and any development should strive to promote inclusive and sustainable mobility. Blocking or limiting the right of way for motorist would contradict the objective of the sustainable transport corridor and potentially discourage non-motorized transportation options. I urge the planning department to reevaluate the design to ensure the provision of safe and unobstructed paths for all road users.</p> <p>In light of these concerns, I request that the city planning department reconsiders the current proposal for the Mayfield to City Sustainable Transport Corridor (STC B). I strongly believe that a more comprehensive and environmentally conscious approach should be taken, one that considers alternative routes, minimizes tree removal, and ensures the unobstructed right of way for all road users. Engaging with local environmental organizations and seeking public input during the planning process can also provide valuable insights and suggestions for a more sustainable and community-friendly development.</p> | <p>Please see the NTA's response to Issue 1 in this report</p>  |



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| NTA-C14-1111 | <p>Colmcille Avenue in the heart of Mayfield will become a no go area for the residents and businesses if this plan goes ahead.</p> <ol style="list-style-type: none"> <li>1. Parking: I have children that will not be able to park their cars outside my residence due to the proposed cycle lanes.</li> <li>2. This road is not suitable for bicycles as the amount of traffic in recent years and with the proposed plans there will be a huge increase.</li> <li>3. The Businesses in the area are going to close with one major one already forecasting his doors will be closed.</li> <li>4. Trees that have been part of the community for decades will be knocked and footpaths will be narrowed that will cause many old folk to be restricted on their daily walks.</li> <li>5. Our community will never be the same if you go ahead with your plans and I am appealing you to reconsider your plans for the welfare of the residents.</li> </ol> | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1111 | <p>Colmcille Avenue in the heart of Mayfield will become a no go area for the residents and businesses if this plan goes ahead.</p> <ol style="list-style-type: none"> <li>1. Parking: I have children that will not be able to park their cars outside my residence due to the proposed cycle lanes.</li> <li>2. This road is not suitable for bicycles as the amount of traffic in recent years and with the proposed plans there will be a huge increase.</li> <li>3. The Businesses in the area are going to close with one major one already forecasting his doors will be closed.</li> <li>4. Trees that have been part of the community for decades will be knocked and footpaths will be narrowed that will cause many old folk to be restricted on their daily walks.</li> <li>5. Our community will never be the same if you go ahead with your plans and I am appealing you to reconsider your plans for the welfare of the residents.</li> </ol> | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1111 | <p>Colmcille Avenue in the heart of Mayfield will become a no go area for the residents and businesses if this plan goes ahead.</p> <ol style="list-style-type: none"> <li>1. Parking: I have children that will not be able to park their cars outside my residence due to the proposed cycle lanes.</li> <li>2. This road is not suitable for bicycles as the amount of traffic in recent years and with the proposed plans there will be a huge increase.</li> <li>3. The Businesses in the area are going to close with one major one already forecasting his doors will be closed.</li> <li>4. Trees that have been part of the community for decades will be knocked and footpaths will be narrowed that will cause many old folk to be restricted on their daily walks.</li> <li>5. Our community will never be the same if you go ahead with your plans and I am appealing you to reconsider your plans for the welfare of the residents.</li> </ol> | Please see the NTA's response to Issue 6 in this report  |
| NTA-C14-1111 | <p>Colmcille Avenue in the heart of Mayfield will become a no go area for the residents and businesses if this plan goes ahead.</p> <ol style="list-style-type: none"> <li>1. Parking: I have children that will not be able to park their cars outside my residence due to the proposed cycle lanes.</li> <li>2. This road is not suitable for bicycles as the amount of traffic in recent years and with the proposed plans there will be a huge increase.</li> <li>3. The Businesses in the area are going to close with one major one already forecasting his doors will be closed.</li> <li>4. Trees that have been part of the community for decades will be knocked and footpaths will be narrowed that will cause many old folk to be restricted on their daily walks.</li> <li>5. Our community will never be the same if you go ahead with your plans and I am appealing you to reconsider your plans for the welfare of the residents.</li> </ol> | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1111 | <p>Colmcille Avenue in the heart of Mayfield will become a no go area for the residents and businesses if this plan goes ahead.</p> <ol style="list-style-type: none"> <li>1. Parking: I have children that will not be able to park their cars outside my residence due to the proposed cycle lanes.</li> <li>2. This road is not suitable for bicycles as the amount of traffic in recent years and with the proposed plans there will be a huge increase.</li> <li>3. The Businesses in the area are going to close with one major one already forecasting his doors will be closed.</li> <li>4. Trees that have been part of the community for decades will be knocked and footpaths will be narrowed that will cause many old folk to be restricted on their daily walks.</li> </ol>  | Please see the NTA's response to Issue 15 in this report |

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|              | <p>folk to be restricted on their daily walks.</p> <p>5. Our community will never be the same if you go ahead with your plans and I am appealing you to reconsider your plans for the welfare of the residents.</p>   |  |
| NTA-C14-1122 | <p>Dear Sir/Madam,</p> <p>Submission to the Public Consultation on the BusConnects Cork Sustainable Transport Corridors / B. Mayfield &gt; City Preferred Route Option</p> <p>As a resident of the Summerhill North/St Lukes area I would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>I understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context I am fully supportive of the revised plan for Summerhill North. I would like to thank the NTA for engaging positive with our residents' association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the addition of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and reduction in footpath widths.</p> <p>I believe the current proposal will deliver the requisite efficiency in terms of bus service by way of a peak time bus gate and will not have a disproportionately detrimental impact on the residents of Summerhill North. Summerhill North is an Architectural Conservation Area as well as a vibrant and sustainable urban village. We have a diverse and multi-generational community, which we intend to protect and foster. As a resident of this active and closeknit community, I am happy to support proposals such as the current BusConnects plan that lead to greater community cohesion and sustainability.</p> <p>I note page 19 of the Draft Plan states that the proposed works in the area will include "Public Realm works including improved and enhanced street spaces and landscaping". I would strongly welcome this initiative to improve the public realm along Summerhill North.</p> <p>I look forward to working with the NTA in ensuring that the final design remains a positive development for our community and the city as a whole.</p> <p>Yours faithfully,<br/>Valerie Kent</p> | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1129 | <p>While I have no issue with the Mayfield corridor, Mayfield is already well serviced with buses, whereas Ballyvolane only has the 207 and considering there are 4000 additional homes being built I think it is very short sighted to not have a BusConnects from Ballyvolane.</p>  | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1129 | <p>While I have no issue with the Mayfield corridor, Mayfield is already well serviced with buses, whereas Ballyvolane only has the 207 and considering there are 4000 additional homes being built I think it is very short sighted to not have a BusConnects from Ballyvolane.</p>  | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1130 | <p>The Ballyhooly Road Resident's Association would like to make a submission in favour of the updated proposal for route B Mayfield to Cork City. Bus connects consulted with our group on several occasions and actively listened to our concerns. Our greatest concerns were around the massive threat to our parking and the dangerous levels of speed which is used on our road. Our area being a largely residential one with several schools also occupying the road, the initial plan to significantly reduce parking would have been detrimental to our way of life.</p> <p>After much consultation from the residents with engineers and bus connects it became apparent that bus connects could achieve the same level of desired public transport moving through the area without significantly reducing our only source of residential parking.</p> <p>As a group, we are greatly in favour of a more sustainable public transport system and fully support the initiative where it makes sense. We are greatly for bus connects listening to our concerns. The new proposal allows Bus Connects to achieve their goal of increasing the flow of public transport and allows Ballyhooly road to maintain its integrity as a residential area.</p>  | Please see the NTA's response to Issue 20 in this report |

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| <p>NTA-C14-1131</p> | <p>While I welcomed some of the changes in the proposals following stage 1 consultation, I feel that the alternatives proposed create other problems and negatively affect the original changes.</p> <p>The main one being the right turn ban from St Luke's Cross onto Middle Glanmire Rd. There are many residences, a couple of schools and a nursing home along that road. Cars will have to travel further up to Dillons Cross and on across, or up Gardiners Hill and Ashburton or St Joseph's Drive/St Anne's Drive to access their destination. Some of these will wind up only 150/200m from St Luke's Cross after all that. In the process there is more traffic being created. We have already pointed out that Gardiners Hill already has its own local traffic as well as busy times with the 4 schools present.</p> <p>Middle Glanmire Rd is fairly quiet traffic wise but is also narrow and twisty. The hill at Lycesters Lane is hard, especially trying to wind up from the turn. It is certainly not going to woo would-be cyclists. For those going by bike from St Luke's Cross to St Colmchilles Rd it isn't bad, but as a link to Murmount/ Old Youghal Rd I feel that it may not succeed.</p> <p>I worry about our neighbours who live from Dillons Cross to Gordon's Hill. Will their parking still be limited?<br/>         On the subject of Gordon's Hill. Taking the turn away there is an odd decision, again affecting locals.</p> <p>The Ballyhooley Rd doesn't tend to have heavy traffic for the most part and combined with the peak time ban on the turn into Glen avenue it pushes local traffic to go way further than they would otherwise need to. This, and the fact that Glen avenue has two schools and a sports centre/creche all of which are busy at peak times, particularly in the morning.</p> <p>In saying all of this, I do support the move for better public transport and alternatives to motor traffic but the plan needs more refining. More thinking about using the ringroads and main arteries instead of cutting through local residential areas.</p> <p>I am not against cycle lanes in the least and would like to see what we have improved, but I feel some lanes are being put in to fill a brief for certain areas. This has caused animosity visible in these submissions toward the idea of cycling provision. People are saying they don't see cyclists in their area ...ever! Yet we are a multi cyclist household. And we also have one car.</p> <p>Maybe slower speed limits and square speed bumps ( I don't know what they are called) would make cyclist feel safer and help them/us coexist with motorists on more amicable terms.</p> <p>In terms of the Public Realm works associated with this corridor, I encourage wider pavements, better pedestrian crossing and more planting both at St Luke's and at Dillons Cross. Lower speed limits through these areas would be wonderful too.</p> <p>Dillons Cross in particular would benefit from some of the above additions/changes as it is very pedestrian and cyclist unfriendly. Generally, it is a fly through place which could be much nicer and would benefit businesses and local residents.</p> | <p>Please see the NTA's response to Issue 7 in this report</p> |
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| <b>NTA-C14-1144</b>             | We object to the removal or parking on Old Youghal Road outside our organisation [personal information redacted] as per our attached submission<br>We have attached a photograph of the wheelchair space across the road from our organisation which is in use daily by our centre by service users accessing services in our centre.   | Please see the NTA's response to Issue 11 in this report |
| <b>NTA-C14-1144_Attachment1</b> | Attachment. Summary:<br>Concern for the removal of on street parking outside Newbury House which currently holds the only full time preschool service in the area, with constant drop off.<br>Concern of the impacts on community events and groups run at Newbury house due to the reduction on street parking (see long list in attachment)<br>Concern the high number of vulnerable adults with intellectual and physical disabilities will not be able to access the centre on Old Youghal Road due to the removal of on street parking and the need to some events to have an Onsite ambulance that would not be able to park<br>Staff currently park on Kerry road which is 100% full, current planning applications for further housing in the area with minimal car parking suggested will put further pressure on local parking.<br>Concern for the need for the drop of and collection at all time from the centre<br>Request to maintain parking due to bus route currently being one way and bus gate decreasing traffic therefore lessening the need to reduce parking   | Please see the NTA's response to Issue 11 in this report |
| <b>NTA-C14-1144_Attachment1</b> | Attachment. Summary:<br>Concern proposed changes to traffic route around Old Youghal Road will impact people dropping off to the Ard Haile Community Centre and then the preschool in Newbury House   | Please see the NTA's response to Issue 7 in this report  |
| <b>NTA-C14-1144_Attachment1</b> | Attachment. Summary:<br>Concern for impact on the community from the Scheme due to the large number of community groups and events for people of all abilities that have been created over the past 20 years within Mayfield Arts Centre and Newbury House on Old Youghal Road.   | Please see the NTA's response to Issue 12 in this report |
| <b>NTA-C14-1145</b>             | Access to Montenotte will be negatively affected for residents with the proposed ban on turning right at St Luke's Cross.<br>The proposed new route up Gardener's Hill will create a time consuming, unnecessary additional journey to residents of Montenotte. This journey will be especially problematic during school hours with different drop off and collections times in the area. There is an infant, primary and post primary school situated here. There will be a build up of parking and traffic each day at various times affecting the flow of traffic due to parents/guardians having to physically drop their children to school. This goes against the reasons why the proposed ban of the right hand turn at St Luke's was suggested.<br>It will bring a lot of additional traffic up into a residential area which wasn't built with this in mind. Roads such as St Joseph's Drive and St Anne's Drive will become main roads outside peoples' homes creating danger for families and the elderly.<br>Additionally, the proposed new route will increase peoples carbon footprint which is very topical in the present climate. | Please see the NTA's response to Issue 7 in this report  |
| <b>NTA-C14-1148</b>             | I wish to bring to your attention that Mayfield Community Preschool is located at 295 Old Youghal Road and would be seriously affected by the proposals in relation to the road adjacent to the Preschool.<br>The Preschool currently caters for up to thirty children from the ages of two and a half to five years and also caters for their families. The children need to be brought and collected from school each day accompanied by parents and / or guardians and in many cases small brothers and sisters.<br>In addition to drop off and collection times there is a necessity for parents or guardians to have access to the Preschool at other times while the Preschool is in operation. This is essential for the normal care of the children at their vulnerable ages.<br>The roadway outside the school serves as a drop off and collection area for the children and it is essential that this should continue.  | Please see the NTA's response to Issue 11 in this report |



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|                                       | <p>This is not simply a matter of convenience but necessary for the safety of the young children in our care.<br/>                 The proposals takes no account of the Preschool and the requirements of the young children and their families.<br/>                 We submit that the proposals be changed and that the section of Old Youghal Road adjacent to Mayfield Community Preschool continue to be used for its present purposes of drop off, collection and parking for the children and families using the Preschool.</p>   |   |
| <p><b>NTA-C14-1152_Attachment</b></p> | <p>Attachment. Summary:<br/>                 Overall support for the Scheme and especially all revised plans on Summerhill North</p>   | <p>Please see the NTA's response to Issue 20 in this report</p> |
| <p><b>NTA-C14-1163</b></p>            | <p>Dear Sir/Madam,</p> <p>Submission to the Public Consultation on the BusConnects Cork Sustainable Transport Corridors / B. Mayfield &gt; City Preferred Route Option</p> <p>As an Architect and Landscape Architect who is currently working on several similar public realm projects in Kerry, I would request that the NTA take this opportunity while reconfiguring the entire carriageway; to exhaust all opportunities to improve the pedestrian environment and create an attractive green spine through this unique and historic area of Cork City.<br/>                 I appreciate that space is tight, but every opportunity should be seized to introduce trees, seating, lighting, and high-quality materials to signature specific pause points.</p> <p>There are very achievable ways in which the top (St Luke's Church) and bottom (Trinity Presbyterian Church) of Summer Hill North can be developed as gateways with small public realm enhancements.<br/>                 Trees, narrow planters of colourful perennial planting, seating and lights will greatly improve the pedestrian experience and sense of identity in an existing road which has little scope spatially to create a meaningful green corridor down its length. These gateway precincts, if well executed, will positively compensate for the less-than ideal pedestrian experience along the length of the road.<br/>                 These public spaces will be well used and greatly appreciated by the community.</p> <p>I look forward to working with the NTA to ensure that they do not waste this opportunity to create a solution that achieves quality and beauty.</p> <p>Yours faithfully,</p> <p>Ilsa Rutgers (BAS, B.Arch, MRIAI, RHS Hort Lvl 2)</p> | <p>Please see the NTA's response to Issue 19 in this report</p> |
| <p><b>NTA-C14-1163</b></p>            | <p>Dear Sir/Madam,</p> <p>Submission to the Public Consultation on the BusConnects Cork Sustainable Transport Corridors / B. Mayfield &gt; City Preferred Route Option</p> <p>As an Architect and Landscape Architect who is currently working on several similar public realm projects in Kerry, I would request that the NTA take this opportunity while reconfiguring the entire carriageway; to exhaust all opportunities to improve the pedestrian environment and create an attractive green spine through this unique and historic area of Cork City.<br/>                 I appreciate that space is tight, but every opportunity should be seized to introduce trees, seating, lighting, and high-quality materials to signature specific pause points.</p> <p>There are very achievable ways in which the top (St Luke's Church) and bottom (Trinity Presbyterian Church) of Summer Hill North can be developed as gateways with small public realm enhancements.<br/>                 Trees, narrow planters of colourful perennial planting, seating and lights will greatly improve the pedestrian experience and sense of identity in an existing road which has little scope spatially to create a meaningful green corridor down its length. These gateway</p>   | <p>Please see the NTA's response to Issue 17 in this report</p> |



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| <p>NTA-C14-1175</p> | <p>Ilsa Rutgers (BAS, B.Arch, MRIAI, RHS Hort Lvl 2)<br/>                 Bus Connects Cork<br/>                 Ref – B -Mayfield to City<br/>                 Rules of the Road Apply To:</p> <ul style="list-style-type: none"> <li>Drivers</li> <li>Motorcyclists</li> <li>Pedestrians</li> <li>Cyclists (including Electric Bikes and Scooters)</li> <li>Horse Riders</li> <li>People in Charge of Animals</li> </ul> <p>There is no mention Electric Scooters in the rules of the Road.</p> <p>The Vast majority of drivers and motorcyclists obey these rules as there are consequences for them, both legal and financial (Road Taxation, Insurance, Licence, Penalty Points etc). On the other hand the vast majority of cyclists ignore these rules,with no obligation to wear safety equipment e.g. Helmets or visibility clothing. as there are very little consequences and they are difficult to police. Cyclists can legally share Bus Lanes. They will delay buses going out bound to Mayfield due to hills on route.</p> <p>“Map 2 Preferred Route Option” Wellington Road.<br/>                 “Quiet Street Cycle Route Shared with Local Traffic”<br/>                 Not so as this street is used to get from: Paul St Car Park, Carrolls Quay Car Park, North Main St Car Park.to St Lukes Cross</p> <p>This Road is also the Primary access to /from Address Hotel on Military Hill.</p> <p>There are 6 Education Instautions in the vacinity of Wellington Road with students being delivered and collected by both private bus coaches and private cars namely Bruce College, ACET (Active Centre of English Training), CBC, Griffith College,St Angelas College and Scoile Mahuire.</p> <p>Map 12</p> <p>St Lukes to Ardnalee via Middle Glanmire Road</p> <p>“Quiet street cycle route shared with Local Traffic”</p> | <p>Please see the NTA's response to Issue 4 in this report</p> |

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|                     | <p>Proposed changes are unacceptable to me for the following reasons:</p> <p>This road is used as primary access to Montenotte Hotel for tourist buses traveling up from St Lukes. It is not possible to travel down hill to hotel as the road is too narrow for heavy vehicles. 3 Waste recycle companies Wiser, Country Clean and Panda provide a weekly service to Ardnalee and residents of Middle Glanmire Road.</p> <p>Very few cyclists use this road due to gradient.</p> <p>Proposed alternative route would necessitate longer journey, using 4 sets of traffic lights, numerous junctions and further congesting the bus route on the Old Youghal Road.</p>   |   |
| <p>NTA-C14-1175</p> | <p>Bus Connects Cork<br/>                 Ref – B -Mayfield to City<br/>                 Rules of the Road Apply To:</p> <p>Drivers<br/>                 Motorcyclists<br/>                 Pedestrians<br/>                 Cyclists (including Electric Bikes and Scooters)<br/>                 Horse Riders<br/>                 People in Charge of Animals</p> <p>There is no mention Electric Scooters in the rules of the Road.</p> <p>The Vast majority of drivers and motorcyclists obey these rules as there are consequences for them, both legal and financial (Road Taxation, Insurance, Licence, Penalty Points etc). On the other hand the vast majority of cyclists ignore these rules,with no obligation to wear safety equipment e.g. Helmets or visibility clothing. as there are very little consequences and they are difficult to police. Cyclists can legally share Bus Lanes. They will delay buses going out bound to Mayfield due to hills on route.</p> <p>“Map 2 Perferred Route Option” Wellington Road.<br/>                 “Quiet Street Cycle Route Shared with Local Traffic”<br/>                 Not so as this street is used to get from: Paul St Car Park, Carrolls Quay Car Park, North Main St Car Park.to St Lukes Cross</p> <p>This Road is also the Primary access to /from Address Hotel on Military Hill.</p> <p>There are 6 Education Instautions in the vacinity of Wellington Road with students being delivered and collected by both private bus coaches and private cars namely Bruce College, ACET (Active Centre of English Trainning), CBC, Griffith College,St Angelas College and Scoile Mahuire.</p> <p>Map 12</p> <p>St Lukes to Ardnalee via Middle Glanmire Road</p> | <p>Please see the NTA's response to Issue 22 in this report</p> |

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|                     | <p>St Lukes to Ardnalee via Middle Glanmire Road</p> <p>“Quiet street cycle route shared with Local Traffic”</p> <p>Proposed changes are unacceptable to me for the following reasons:</p> <p>This road is used as primary access to Montenotte Hotel for tourist buses traveling up from St Lukes. It is not possible to travel down hill to hotel as the road is too narrow for heavy vehicles. 3 Waste recycle companies Wiser, Country Clean and Panda provide a weekly service to Ardnalee and residents of Middle Glanmire Road.</p> <p>Very few cyclists use this road due to gradient.</p> <p>Proposed alternative route would necessitate longer journey, using 4 sets of traffic lights, numerous junctions and further conjesting the bus route on the Old Youghal Road.</p>   |   |
| <p>NTA-C14-1179</p> | <p>Every aspect of this proposal is farcycle (i.e., farcical – pun intended).</p> <p>We, as long term residents of our tree lined avenue, with its “broad” appeal, have just reclaimed our street from the hazards of speeding vehicles, with our “vital” speed bumps. This is a health and welfare situation for neighbours, walkers, runners and the occasional cyclists also. We can finally exit our homes without fear of collision. We can traverse to our neighbours across the street, without risk.</p> <p>There has long been a push to electric vehicles and no late attempt to streamline an unsustainable bus service can stop the tide of change. People will always want cars!! Not a cumbersome, polluting bus service that will surely need government assistance yet again (re Bus Eireann) – another pay out for taxpayers to endure!!</p> <p>Any “Green Party” member who votes to remove trees from an “avenue”, so as to convert said domestic neighbourhood into an industrial road will not be in office very soon (next election). And people do not like to be forcibly changed!! Cars will be parked in cycle lanes / bus lanes, business will have to continue as normal. Mass at St Joseph’s will continue and squeeze traffic flow. House renovations will block traffic. Trucks will deliver to Supervalu, Bourkes and O’Connor’s butchers as normal.</p> <p>Instead of ruining existing pavements, spend the EU money on wheelchair accessibility at all junctions.</p> <p>Random fair weather cyclists, such as myself, don’t need cycle lanes on domestic streets of a safe speed limit and if questioned I am sure would not want to destroy a 1.7 km stretch of homes, businesses, gardens and paths so as to pedal towards town. Lower speed limits make safer roads.</p> <p>I have been a driver for 45 years and am well familiar with the “highway code”. The only vehicles to yield to are fire brigades, ambulances and police on call, and of course horses. I sense from these proposals an “elevated” status has been given to buses. I await the “change in law” and highway code before I will treat a bus any different to any regular vehicle!! This is not the USA and these are not school buses with red flashing beacons!! Maybe streamline the bus fleet to fit Cork’s streets. Electric trams are a narrow option. Lets not forget it’s the hundreds of vehicles, private and commercial, that provide millions in tax and VAT revenue for the country and councils, not to mention parking fines, VRT and the motor trade workforce. That’s sustainability!!</p> <p>Nothing in this proposal is actually necessary!!</p> <p>Nice to know one can spend half a lifetime forming good relationships with neighbours and friends, visitors and locals alike, only to have “city hall” bulldoze plans right through, all for the EU grants and the appearance of progress!!</p> | <p>Please see the NTA's response to Issue 18 in this report</p> |
| <p>NTA-C14-1179</p> | <p>Every aspect of this proposal is farcycle (i.e., farcical – pun intended).</p> <p>We, as long term residents of our tree lined avenue, with its “broad” appeal, have just reclaimed our street from the hazards of speeding vehicles, with our “vital” speed bumps. This is a health and welfare situation for neighbours, walkers, runners and the occasional cyclists also. We can finally exit our homes without fear of collision. We can traverse to our neighbours across the street,</p>  | <p>Please see the NTA's response to Issue 1 in this report</p>  |

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|                     | <p>without risk.</p> <p>There has long been a push to electric vehicles and no late attempt to streamline an unsustainable bus service can stop the tide of change. People will always want cars!! Not a cumbersome, polluting bus service that will surely need government assistance yet again (re Bus Eireann) – another pay out for taxpayers to endure!!</p> <p>Any “Green Party” member who votes to remove trees from an “avenue”, so as to convert said domestic neighbourhood into an industrial road will not be in office very soon (next election). And people do not like to be forcibly changed!! Cars will be parked in cycle lanes / bus lanes, business will have to continue as normal. Mass at St Joseph’s will continue and squeeze traffic flow. House renovations will block traffic. Trucks will deliver to Supervalu, Bourkes and O’Connor’s butchers as normal.</p> <p>Instead of ruining existing pavements, spend the EU money on wheelchair accessibility at all junctions.</p> <p>Random fair weather cyclists, such as myself, don’t need cycle lanes on domestic streets of a safe speed limit and if questioned I am sure would not want to destroy a 1.7 km stretch of homes, businesses, gardens and paths so as to pedal towards town. Lower speed limits make safer roads.</p> <p>I have been a driver for 45 years and am well familiar with the “highway code”. The only vehicles to yield to are fire brigades, ambulances and police on call, and of course horses. I sense from these proposals an “elevated” status has been given to buses. I await the “change in law” and highway code before I will treat a bus any different to any regular vehicle!! This is not the USA and these are not school buses with red flashing beacons!! Maybe streamline the bus fleet to fit Cork’s streets. Electric trams are a narrow option. Lets not forget it’s the hundreds of vehicles, private and commercial, that provide millions in tax and VAT revenue for the country and councils, not to mention parking fines, VRT and the motor trade workforce. That’s sustainability!!</p> <p>Nothing in this proposal is actually necessary!!</p> <p>Nice to know one can spend half a lifetime forming good relationships with neighbours and friends, visitors and locals alike, only to have “city hall” bulldoze plans right through, all for the EU grants and the appearance of progress!!</p>  |   |
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| <p><b>NTA-C14-1181</b></p> | <p>I live on Colmcille Avenue and can also access my home from Sli Gartan. I drive a modest family car (off street parking) however I also use public transport regularly.</p> <p>I strongly object to the current Busconnect proposals for my area as I believe that they will have negatively impact on my neighbours and I in many ways.</p> <p>There is already a very high volume of through traffic on Colmcille Avenue however the proposed introduction of bus gates on Old Youghal Road and Ballyhooly Road and the proposed ban on left hand turns from Old Youghal Road down Gordons Hill will channel even more through traffic on to the avenue without any thought for those of us who live in the area. I am also concerned that road users will use Sli Gartan as a “rat run” to avoid congestion on Colmcille Avenue. For years we have been exposed to excessive and dangerous speeding by through motorists on Colmcille Avenue. Last year speed ramps were installed, which have helped reduce speed levels, however I understand that the current proposals could result in the removal of these ramps. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours and our local businesses. There are no other parking facilities for my neighbours who don’t have off-street parking. Likewise, 5 of our 6 local businesses rely fully on on-street parking. I understand that there is a proposal for a “possible” 10 new car park spaces adjacent to the businesses however these will not be sufficient to cater for the demand. These businesses are badly needed in our community and I am very concerned that the absence of adequate parking could easily jeopardise their on-going viability. We have already lost two banks from our area and do not want to lose any more of our businesses. The removal of all of the mature road side trees along one side of Colmcille Avenue from the junction with Iona Park to just above the junction with Kerry Road to provide cycling lanes on a steep hill, that will only be used by the hardest of cyclists, does not make sense. These trees should remain. The reduction of the footpath widths to 2m, at a time when we are being encouraged to walk more, makes no sense especially in an area such as ours where there are limited facilities available for walking. The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. What you are currently proposing is totally unfair. How can you possibly equate further increasing the volume of through traffic on Colmcille Avenue, together with the associated levels of noise and air pollution, taking our trees and on-street parking, narrowing our footpaths, and dramatically reducing our bus service with good planning?</p> <p>It is imperative that residents’ concerns are taken on board and the current plans amended accordingly.</p> | <p>Please see the NTA's response to Issue 7 in this report</p>  |
| <p><b>NTA-C14-1181</b></p> | <p>I live on Colmcille Avenue and can also access my home from Sli Gartan. I drive a modest family car (off street parking) however I also use public transport regularly.</p> <p>I strongly object to the current Busconnect proposals for my area as I believe that they will have negatively impact on my neighbours and I in many ways.</p>   | <p>Please see the NTA's response to Issue 18 in this report</p> |



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| <p><b>NTA-C14-1181</b></p> | <p>I live on Colmcille Avenue and can also access my home from Sli Gartan. I drive a modest family car (off street parking) however I also use public transport regularly.</p> <p>I strongly object to the current Busconnect proposals for my area as I believe that they will have negatively impact on my neighbours and I in many ways.</p> <p>There is already a very high volume of through traffic on Colmcille Avenue however the proposed introduction of bus gates on Old Youghal Road and Ballyhooly Road and the proposed ban on left hand turns from Old Youghal Road down Gordons Hill will channel even more through traffic on to the avenue without any thought for those of us who live in the area. I am also concerned that road users will use Sli Gartan as a "rat run" to avoid congestion on Colmcille Avenue. For years we have been exposed to excessive and dangerous speeding by through motorists on Colmcille Avenue. Last year speed ramps were installed, which have helped reduce speed levels, however I understand that the current proposals could result in the removal of these ramps. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours and our local businesses. There are no other parking facilities for my neighbours who don't have off-street parking. Likewise, 5 of our 6 local businesses rely fully on on-street parking. I understand that there is a proposal for a "possible" 10 new car park spaces adjacent to the businesses however these will not be sufficient to cater for the demand. These businesses are badly needed in our community and I am very concerned that the absence of adequate parking could easily jeopardise their on-going viability. We have already lost two banks from our area and do not want to lose any more of our businesses. The removal of all of the mature road side trees along one side of Colmcille Avenue from the junction with Iona Park to just above the junction with Kerry Road to provide cycling lanes on a steep hill, that will only be used by the hardest of cyclists, does not make sense. These trees should remain. The reduction of the footpath widths to 2m, at a time when we are being encouraged to walk more, makes no sense especially in an area such as ours where there are limited facilities available for walking. The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. What you are currently proposing is totally unfair. How can you possibly equate further increasing the volume of through traffic on Colmcille Avenue, together with the associated levels of noise and air pollution, taking our trees and on-street parking, narrowing our footpaths, and dramatically reducing our bus service with good planning?</p> <p>It is imperative that residents' concerns are taken on board and the current plans amended accordingly.</p> | <p>Please see the NTA's response to Issue 14 in this report</p> |
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|                     | <p>that will only be used by the hardest of cyclists, does not make sense. These trees should remain. The reduction of the footpath widths to 2m, at a time when we are being encouraged to walk more, makes no sense especially in an area such as ours where there are limited facilities available for walking. The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. What you are currently proposing is totally unfair. How can you possibly equate further increasing the volume of through traffic on Colmcille Avenue, together with the associated levels of noise and air pollution, taking our trees and on-street parking, narrowing our footpaths, and dramatically reducing our bus service with good planning?<br/>                 It is imperative that residents' concerns are taken on board and the current plans amended accordingly.</p>   |  |
| <p>NTA-C14-1181</p> | <p>I live on Colmcille Avenue and can also access my home from Sli Gartan. I drive a modest family car (off street parking) however I also use public transport regularly.</p> <p>I strongly object to the current Busconnect proposals for my area as I believe that they will have negatively impact on my neighbours and I in many ways.</p> <p>There is already a very high volume of through traffic on Colmcille Avenue however the proposed introduction of bus gates on Old Youghal Road and Ballyhooly Road and the proposed ban on left hand turns from Old Youghal Road down Gordons Hill will channel even more through traffic on to the avenue without any thought for those of us who live in the area. I am also concerned that road users will use Sli Gartan as a "rat run" to avoid congestion on Colmcille Avenue. For years we have been exposed to excessive and dangerous speeding by through motorists on Colmcille Avenue. Last year speed ramps were installed, which have helped reduce speed levels, however I understand that the current proposals could result in the removal of these ramps. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours and our local businesses. There are no other parking facilities for my neighbours who don't have off-street parking. Likewise, 5 of our 6 local businesses rely fully on on-street parking. I understand that there is a proposal for a "possible" 10 new car park spaces adjacent to the businesses however these will not be sufficient to cater for the demand. These businesses are badly needed in our community and I am very concerned that the absence of adequate parking could easily jeopardise their on-going viability. We have already lost two banks from our area and do not want to lose any more of our businesses. The removal of all of the mature road side trees along one side of Colmcille Avenue from the junction with Iona Park to just above the junction with Kerry Road to provide cycling lanes on a steep hill, that will only be used by the hardest of cyclists, does not make sense. These trees should remain. The reduction of the footpath widths to 2m, at a time when we are being encouraged to walk more, makes no sense especially in an area such as ours where there are limited facilities available for walking. The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. What you are currently proposing is totally unfair. How can you possibly equate further increasing the volume of through traffic on Colmcille Avenue, together with the associated levels of noise and air pollution, taking our trees and on-street parking, narrowing our footpaths, and dramatically reducing our bus service with good planning?<br/>                 It is imperative that residents' concerns are taken on board and the current plans amended accordingly.</p> | <p>Please see the NTA's response to Issue 3 in this report</p> |

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| <p>NTA-C14-1181</p> | <p>I live on Colmcille Avenue and can also access my home from Sli Gartan. I drive a modest family car (off street parking) however I also use public transport regularly.</p> <p>I strongly object to the current Busconnect proposals for my area as I believe that they will have negatively impact on my neighbours and I in many ways.</p> <p>There is already a very high volume of through traffic on Colmcille Avenue however the proposed introduction of bus gates on Old Youghal Road and Ballyhooly Road and the proposed ban on left hand turns from Old Youghal Road down Gordons Hill will channel even more through traffic on to the avenue without any thought for those of us who live in the area. I am also concerned that road users will use Sli Gartan as a “rat run” to avoid congestion on Colmcille Avenue. For years we have been exposed to excessive and dangerous speeding by through motorists on Colmcille Avenue. Last year speed ramps were installed, which have helped reduce speed levels, however I understand that the current proposals could result in the removal of these ramps. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours and our local businesses. There are no other parking facilities for my neighbours who don’t have off-street parking. Likewise, 5 of our 6 local businesses rely fully on on-street parking. I understand that there is a proposal for a “possible” 10 new car park spaces adjacent to the businesses however these will not be sufficient to cater for the demand. These businesses are badly needed in our community and I am very concerned that the absence of adequate parking could easily jeopardise their on-going viability. We have already lost two banks from our area and do not want to lose any more of our businesses. The removal of all of the mature road side trees along one side of Colmcille Avenue from the junction with Iona Park to just above the junction with Kerry Road to provide cycling lanes on a steep hill, that will only be used by the hardest of cyclists, does not make sense. These trees should remain. The reduction of the footpath widths to 2m, at a time when we are being encouraged to walk more, makes no sense especially in an area such as ours where there are limited facilities available for walking. The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. What you are currently proposing is totally unfair. How can you possibly equate further increasing the volume of through traffic on Colmcille Avenue, together with the associated levels of noise and air pollution, taking our trees and on-street parking, narrowing our footpaths, and dramatically reducing our bus service with good planning?</p> <p>It is imperative that residents’ concerns are taken on board and the current plans amended accordingly.</p> | <p>Please see the NTA's response to Issue 10 in this report</p> |
| <p>NTA-C14-1181</p> | <p>I live on Colmcille Avenue and can also access my home from Sli Gartan. I drive a modest family car (off street parking) however I also use public transport regularly.</p> <p>I strongly object to the current Busconnect proposals for my area as I believe that they will have negatively impact on my neighbours and I in many ways.</p> <p>There is already a very high volume of through traffic on Colmcille Avenue however the proposed introduction of bus gates on Old Youghal Road and Ballyhooly Road and the proposed ban on left hand turns from Old Youghal Road down Gordons Hill will channel even more through traffic on to the avenue without any thought for those of us who live in the area. I am also concerned that road users will use Sli Gartan as a “rat run” to avoid congestion on Colmcille Avenue. For years we have been exposed to excessive and dangerous speeding by through motorists on Colmcille Avenue. Last year speed ramps were installed, which have helped reduce speed levels, however I understand that the current proposals could result in the removal of these ramps. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours and our local businesses. There are no other parking facilities for my neighbours who don’t have off-street parking. Likewise, 5 of our 6 local businesses rely fully on on-street parking. I understand that there is a proposal for a “possible” 10 new car park spaces adjacent to the businesses however these will not be sufficient to cater for the demand. These businesses are badly needed in our community and I am very</p>  | <p>Please see the NTA's response to Issue 4 in this report</p>  |

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| <p>NTA-C14-1182</p> | <p>I live in Iona Park, Mayfield, and I also have family members living on Colmcille Avenue. Having seen the proposals for our area, I strenuously object to the vast majority of them as follows:</p> <p>The volume of through traffic on Colmcille Avenue is already far too heavy for a residential area however the proposed introduction of bus gates on Old Youghal Road and Ballyhooly Road and the proposed ban on left hand turns from Old Youghal Road down Gordons Hill will channel even more through traffic on to the avenue. This is totally unfair to those of us who live in the area and will, without any doubt, result in Iona Park being used even more frequently as a "rat run" by motorists trying to avoid the increased congestion on Colmcille Avenue during peak hours in particular. The proposed removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on my family, my neighbours and our local businesses. Where are people supposed to park? Currently we have on-going difficulties trying to get in and out of our driveway during the day as a result of non-resident parking so I dread to think what it will be like if the current on-street parking is removed. And what about our local businesses – where are their customers supposed to park? I understand that there is a proposal for a "possible" 10 new car park spaces adjacent to the businesses however these would in no way meet the parking requirements of customers. We need these businesses in our community. The speed ramps on Colmcille Avenue, that were only installed last year, must remain – without them, the avenue will revert to the racing track that it was for years. The proposed removal of all of the mature roadside trees along a section of Colmcille Avenue, as well as the proposed reduction in the footpath widths are, again, totally unacceptable. These must remain as is. The stated aim of BusConnects Cork as per your own publications is to ".... deliver an enhanced bus system that is better for the city, its people ....." and yet, if the current proposals proceed, the 208 service which runs every 10 to 15 minutes, will no longer travel along Iona Park and Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. This is totally and utterly unfair on so many fronts but, in particular, for the older members of my family and my elderly neighbours who rely on the current regular bus service. The 208 bus service should absolutely remain. The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. How can you possibly justify cutting down mature trees, removing on-street parking for residents and businesses who depend on it, narrowing our footpaths, increasing noise and air pollution, all to supposedly improve our connectivity and then expect us to accept a major reduction in our bus service? It is totally unreasonable and unfair.</p> <p>It is imperative that the current proposals for our area are shelved and revised proposals that take account of residents' concerns are agreed in consultation with those residents.</p> | <p>Please see the NTA's response to Issue 7 in this report</p> |



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| <p>NTA-C14-1182</p> | <p>I live in Iona Park, Mayfield, and I also have family members living on Colmcille Avenue. Having seen the proposals for our area, I strenuously object to the vast majority of them as follows:</p> <p>The volume of through traffic on Colmcille Avenue is already far too heavy for a residential area however the proposed introduction of bus gates on Old Youghal Road and Ballyhooly Road and the proposed ban on left hand turns from Old Youghal Road down Gordons Hill will channel even more through traffic on to the avenue. This is totally unfair to those of us who live in the area and will, without any doubt, result in Iona Park being used even more frequently as a “rat run” by motorists trying to avoid the increased congestion on Colmcille Avenue during peak hours in particular. The proposed removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on my family, my neighbours and our local businesses. Where are people supposed to park? Currently we have on-going difficulties trying to get in and out of our driveway during the day as a result of non-resident parking so I dread to think what it will be like if the current on-street parking is removed. And what about our local businesses – where are their customers supposed to park? I understand that there is a proposal for a “possible” 10 new car park spaces adjacent to the businesses however these would in no way meet the parking requirements of customers. We need these businesses in our community. The speed ramps on Colmcille Avenue, that were only installed last year, must remain – without them, the avenue will revert to the racing track that it was for years. The proposed removal of all of the mature roadside trees along a section of Colmcille Avenue, as well as the proposed reduction in the footpath widths are, again, totally unacceptable. These must remain as is. The stated aim of BusConnects Cork as per your own publications is to “.... deliver an enhanced bus system that is better for the city, its people .....” and yet, if the current proposals proceed, the 208 service which runs every 10 to 15 minutes, will no longer travel along Iona Park and Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. This is totally and utterly unfair on so many fronts but, in particular, for the older members of my family and my elderly neighbours who rely on the current regular bus service. The 208 bus service should absolutely remain. The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. How can you possibly justify cutting down mature trees, removing on-street parking for residents and businesses who depend on it, narrowing our footpaths, increasing noise and air pollution, all to supposedly improve our connectivity and then expect us to accept a major reduction in our bus service? It is totally unreasonable and unfair.</p> <p>It is imperative that the current proposals for our area are shelved and revised proposals that take account of residents’ concerns are agreed in consultation with those residents.</p> | <p>Please see the NTA’s response to Issue 18 in this report</p> |
| <p>NTA-C14-1182</p> | <p>I live in Iona Park, Mayfield, and I also have family members living on Colmcille Avenue. Having seen the proposals for our area, I strenuously object to the vast majority of them as follows:</p> <p>The volume of through traffic on Colmcille Avenue is already far too heavy for a residential area however the proposed introduction of bus gates on Old Youghal Road and Ballyhooly Road and the proposed ban on left hand turns from Old Youghal Road down Gordons Hill will channel even more through traffic on to the avenue. This is totally unfair to those of us who live in the area and will, without any doubt, result in Iona Park being used even more frequently as a “rat run” by motorists trying to avoid the increased congestion on Colmcille Avenue during peak hours in particular. The proposed removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on my family, my neighbours and our local businesses. Where are people supposed to park? Currently we have on-going difficulties trying to get in and out of our driveway during the day as a result of non-resident parking so I dread to think what it will be like if the current on-street parking is removed. And what about our local businesses – where are their customers supposed to park? I understand that there is a proposal for a “possible” 10 new car park spaces adjacent to the businesses however these would in no way meet the parking requirements of customers. We need these businesses in our community. The speed ramps on Colmcille Avenue, that were only installed last year, must remain – without them, the avenue will revert to the racing track that it was for years. The proposed removal of all of the mature roadside trees along a section of Colmcille Avenue, as well as the proposed reduction in the footpath widths are, again, totally unacceptable. These must remain as is. The stated aim of BusConnects Cork as per your own publications is to “.... deliver an enhanced bus system that is better for the city, its people .....” and yet, if the</p>  | <p>Please see the NTA’s response to Issue 11 in this report</p> |



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| <p><b>NTA-C14-1182</b></p> | <p>I live in Iona Park, Mayfield, and I also have family members living on Colmcille Avenue. Having seen the proposals for our area, I strenuously object to the vast majority of them as follows:</p> <p>The volume of through traffic on Colmcille Avenue is already far too heavy for a residential area however the proposed introduction of bus gates on Old Youghal Road and Ballyhooly Road and the proposed ban on left hand turns from Old Youghal Road down Gordons Hill will channel even more through traffic on to the avenue. This is totally unfair to those of us who live in the area and will, without any doubt, result in Iona Park being used even more frequently as a "rat run" by motorists trying to avoid the increased congestion on Colmcille Avenue during peak hours in particular. The proposed removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on my family, my neighbours and our local businesses. Where are people supposed to park? Currently we have on-going difficulties trying to get in and out of our driveway during the day as a result of non-resident parking so I dread to think what it will be like if the current on-street parking is removed. And what about our local businesses – where are their customers supposed to park? I understand that there is a proposal for a "possible" 10 new car park spaces adjacent to the businesses however these would in no way meet the parking requirements of customers. We need these businesses in our community. The speed ramps on Colmcille Avenue, that were only installed last year, must remain – without them, the avenue will revert to the racing track that it was for years. The proposed removal of all of the mature roadside trees along a section of Colmcille Avenue, as well as the proposed reduction in the footpath widths are, again, totally unacceptable. These must remain as is. The stated aim of BusConnects Cork as per your own publications is to "... deliver an enhanced bus system that is better for the city, its people ....." and yet, if the current proposals proceed, the 208 service which runs every 10 to 15 minutes, will no longer travel along Iona Park and Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. This is totally and utterly unfair on so many fronts but, in particular, for the older members of my family and my elderly neighbours who rely on the current regular bus service. The 208 bus service should absolutely remain. The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. How can you possibly justify cutting down mature trees, removing on-street parking for residents and businesses who depend on it, narrowing our footpaths, increasing noise and air pollution, all to supposedly improve our connectivity and then expect us to accept a major reduction in our bus service? It is totally unreasonable and unfair. It is imperative that the current proposals for our area are shelved and revised proposals that take account of residents' concerns are agreed in consultation with those residents.</p> | <p>Please see the NTA's response to Issue 14 in this report</p> |
| <p><b>NTA-C14-1182</b></p> | <p>I live in Iona Park, Mayfield, and I also have family members living on Colmcille Avenue. Having seen the proposals for our area, I strenuously object to the vast majority of them as follows:</p> <p>The volume of through traffic on Colmcille Avenue is already far too heavy for a residential area however the proposed introduction of bus gates on Old Youghal Road and Ballyhooly Road and the proposed ban on left hand turns from Old Youghal Road down Gordons Hill will channel even more through traffic on to the avenue. This is totally unfair to those of us who live in the area and will, without</p>   | <p>Please see the NTA's response to Issue 15 in this report</p> |

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|                            | <p>any doubt, result in Iona Park being used even more frequently as a “rat run” by motorists trying to avoid the increased congestion on Colmcille Avenue during peak hours in particular. The proposed removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on my family, my neighbours and our local businesses. Where are people supposed to park? Currently we have on-going difficulties trying to get in and out of our driveway during the day as a result of non-resident parking so I dread to think what it will be like if the current on-street parking is removed. And what about our local businesses – where are their customers supposed to park? I understand that there is a proposal for a “possible” 10 new car park spaces adjacent to the businesses however these would in no way meet the parking requirements of customers. We need these businesses in our community. The speed ramps on Colmcille Avenue, that were only installed last year, must remain – without them, the avenue will revert to the racing track that it was for years. The proposed removal of all of the mature roadside trees along a section of Colmcille Avenue, as well as the proposed reduction in the footpath widths are, again, totally unacceptable. These must remain as is. The stated aim of BusConnects Cork as per your own publications is to “... deliver an enhanced bus system that is better for the city, its people ....” and yet, if the current proposals proceed, the 208 service which runs every 10 to 15 minutes, will no longer travel along Iona Park and Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. This is totally and utterly unfair on so many fronts but, in particular, for the older members of my family and my elderly neighbours who rely on the current regular bus service. The 208 bus service should absolutely remain. The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. How can you possibly justify cutting down mature trees, removing on-street parking for residents and businesses who depend on it, narrowing our footpaths, increasing noise and air pollution, all to supposedly improve our connectivity and then expect us to accept a major reduction in our bus service? It is totally unreasonable and unfair. It is imperative that the current proposals for our area are shelved and revised proposals that take account of residents’ concerns are agreed in consultation with those residents.</p> |  |
| <p><b>NTA-C14-1182</b></p> | <p>I live in Iona Park, Mayfield, and I also have family members living on Colmcille Avenue. Having seen the proposals for our area, I strenuously object to the vast majority of them as follows:<br/>                 The volume of through traffic on Colmcille Avenue is already far too heavy for a residential area however the proposed introduction of bus gates on Old Youghal Road and Ballyhooly Road and the proposed ban on left hand turns from Old Youghal Road down Gordons Hill will channel even more through traffic on to the avenue. This is totally unfair to those of us who live in the area and will, without any doubt, result in Iona Park being used even more frequently as a “rat run” by motorists trying to avoid the increased congestion on Colmcille Avenue during peak hours in particular. The proposed removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on my family, my neighbours and our local businesses. Where are people supposed to park? Currently we have on-going difficulties trying to get in and out of our driveway during the day as a result of non-resident parking so I dread to think what it will be like if the current on-street parking is removed. And what about our local businesses – where are their customers supposed to park? I understand that there is a proposal for a “possible” 10 new car park spaces adjacent to the businesses however these would in no way meet the parking requirements of customers. We need these businesses in our community. The speed ramps on Colmcille Avenue, that were only installed last year, must remain – without them, the avenue will revert to the racing track that it was for years. The proposed removal of all of the mature roadside trees along a section of Colmcille Avenue, as well as the proposed reduction in the footpath widths are, again, totally unacceptable. These must remain as is. The stated aim of BusConnects Cork as per your own publications is to “... deliver an enhanced bus system that is better for the city, its people ....” and yet, if the current proposals proceed, the 208 service which runs every 10 to 15 minutes, will no longer travel along Iona Park and Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. This is totally and utterly unfair on so many fronts but, in particular, for the older members of my family and my elderly neighbours who rely on the current regular bus service. The 208 bus service should absolutely remain. The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of</p>  | <p>Please see the NTA's response to Issue 5 in this report</p> |

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| <p>NTA-C14-1182</p> | <p>I live in Iona Park, Mayfield, and I also have family members living on Colmcille Avenue. Having seen the proposals for our area, I strenuously object to the vast majority of them as follows:</p> <p>The volume of through traffic on Colmcille Avenue is already far too heavy for a residential area however the proposed introduction of bus gates on Old Youghal Road and Ballyhooly Road and the proposed ban on left hand turns from Old Youghal Road down Gordons Hill will channel even more through traffic on to the avenue. This is totally unfair to those of us who live in the area and will, without any doubt, result in Iona Park being used even more frequently as a "rat run" by motorists trying to avoid the increased congestion on Colmcille Avenue during peak hours in particular. The proposed removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on my family, my neighbours and our local businesses. Where are people supposed to park? Currently we have on-going difficulties trying to get in and out of our driveway during the day as a result of non-resident parking so I dread to think what it will be like if the current on-street parking is removed. And what about our local businesses – where are their customers supposed to park? I understand that there is a proposal for a "possible" 10 new car park spaces adjacent to the businesses however these would in no way meet the parking requirements of customers. We need these businesses in our community. The speed ramps on Colmcille Avenue, that were only installed last year, must remain – without them, the avenue will revert to the racing track that it was for years. The proposed removal of all of the mature roadside trees along a section of Colmcille Avenue, as well as the proposed reduction in the footpath widths are, again, totally unacceptable. These must remain as is. The stated aim of BusConnects Cork as per your own publications is to "... deliver an enhanced bus system that is better for the city, its people ...." and yet, if the current proposals proceed, the 208 service which runs every 10 to 15 minutes, will no longer travel along Iona Park and Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. This is totally and utterly unfair on so many fronts but, in particular, for the older members of my family and my elderly neighbours who rely on the current regular bus service. The 208 bus service should absolutely remain. The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. How can you possibly justify cutting down mature trees, removing on-street parking for residents and businesses who depend on it, narrowing our footpaths, increasing noise and air pollution, all to supposedly improve our connectivity and then expect us to accept a major reduction in our bus service? It is totally unreasonable and unfair.</p> <p>It is imperative that the current proposals for our area are shelved and revised proposals that take account of residents' concerns are agreed in consultation with those residents.</p> | <p>Please see the NTA's response to Issue 3 in this report</p>  |
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| NTA-C14-1187 | <p>I wish to object to the current Busconnects proposals for the Colmcille Avenue / Iona Park areas.</p> <p>I live on Sli Gartan and while I drive (off street parking), I also use public transport regularly. I believe that the current proposals will have a significant negative impact on me and my neighbours for a number of reasons, namely:</p> <p>There is already a lot of through traffic on Colmcille Avenue. The proposed bus gates will channel even more through traffic on to the avenue without any thought for those of us who live in the area. I am also concerned that road users will use Sli Gartan as a "rat run" to avoid congestion on Colmcille Avenue. For years we have been exposed to excessive and dangerous speeding by through motorists on Colmcille Avenue. Last year speed ramps were installed, which have helped reduce speed levels, however I understand that the current proposals could result in the removal of these ramps. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours who don't have off-street parking and our local businesses, only one of which has off-street parking. I understand that there is a proposal for a "possible" 10 new car park spaces adjacent to the businesses however these will not be sufficient to cater for the demand. These businesses are badly needed in our community and I am very concerned that the absence of adequate parking could easily jeopardise their ongoing viability. The proposed removal of trees along a section of Colmcille Avenue is difficult to comprehend. These trees should remain. The reduction of the footpath widths to 2m, at a time when we are being encouraged to walk more, makes no sense especially in an area such as ours where there are limited facilities available for walking. The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. What you are currently proposing is totally unfair. How can you possibly equate further increasing the volume, of through traffic on Colmcille Avenue, taking our trees and on-street parking, narrowing our footpaths, and dramatically reducing our bus service with good planning?</p> <p>I ask that you take my genuine concerns, and those of my neighbours, on board and revamp your proposals for our area accordingly.</p> | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1187 | <p>I wish to object to the current Busconnects proposals for the Colmcille Avenue / Iona Park areas.</p> <p>I live on Sli Gartan and while I drive (off street parking), I also use public transport regularly. I believe that the current proposals will have a significant negative impact on me and my neighbours for a number of reasons, namely:</p> <p>There is already a lot of through traffic on Colmcille Avenue. The proposed bus gates will channel even more through traffic on to the avenue without any thought for those of us who live in the area. I am also concerned that road users will use Sli Gartan as a "rat run" to avoid congestion on Colmcille Avenue. For years we have been exposed to excessive and dangerous speeding by through motorists on Colmcille Avenue. Last year speed ramps were installed, which have helped reduce speed levels, however I understand that the current proposals could result in the removal of these ramps. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours who don't have off-street parking and our local businesses, only one of which has off-street parking. I understand that there is a proposal for a "possible" 10 new car park spaces adjacent to the businesses however these will not be sufficient to cater for the demand. These businesses are badly needed in our community and I am very concerned that the absence of adequate parking could easily jeopardise their ongoing viability. The proposed removal of trees along a section of Colmcille Avenue is difficult to comprehend. These trees should remain. The reduction of the footpath widths to 2m, at a time when we are being encouraged to walk more, makes no sense especially in an area such as ours where there are limited facilities available for walking. The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be</p>   | Please see the NTA's response to Issue 18 in this report |

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| <p>NTA-C14-1187</p> | <p>I wish to object to the current Busconnects proposals for the Colmcille Avenue / Iona Park areas.</p> <p>I live on Sli Gartan and while I drive (off street parking), I also use public transport regularly. I believe that the current proposals will have a significant negative impact on me and my neighbours for a number of reasons, namely:</p> <p>There is already a lot of through traffic on Colmcille Avenue. The proposed bus gates will channel even more through traffic on to the avenue without any thought for those of us who live in the area. I am also concerned that road users will use Sli Gartan as a “rat run” to avoid congestion on Colmcille Avenue. For years we have been exposed to excessive and dangerous speeding by through motorists on Colmcille Avenue. Last year speed ramps were installed, which have helped reduce speed levels, however I understand that the current proposals could result in the removal of these ramps. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours who don’t have off-street parking and our local businesses, only one of which has off-street parking. I understand that there is a proposal for a “possible” 10 new car park spaces adjacent to the businesses however these will not be sufficient to cater for the demand. These businesses are badly needed in our community and I am very concerned that the absence of adequate parking could easily jeopardise their ongoing viability. The proposed removal of trees along a section of Colmcille Avenue is difficult to comprehend. These trees should remain. The reduction of the footpath widths to 2m, at a time when we are being encouraged to walk more, makes no sense especially in an area such as ours where there are limited facilities available for walking. The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. What you are currently proposing is totally unfair. How can you possibly equate further increasing the volume, of through traffic on Colmcille Avenue, taking our trees and on-street parking, narrowing our footpaths, and dramatically reducing our bus service with good planning?</p> <p>I ask that you take my genuine concerns, and those of my neighbours, on board and revamp your proposals for our area accordingly.</p> | <p>Please see the NTA's response to Issue 11 in this report</p> |
| <p>NTA-C14-1187</p> | <p>I wish to object to the current Busconnects proposals for the Colmcille Avenue / Iona Park areas.</p> <p>I live on Sli Gartan and while I drive (off street parking), I also use public transport regularly. I believe that the current proposals will have a significant negative impact on me and my neighbours for a number of reasons, namely:</p> <p>There is already a lot of through traffic on Colmcille Avenue. The proposed bus gates will channel even more through traffic on to the avenue without any thought for those of us who live in the area. I am also concerned that road users will use Sli Gartan as a “rat run” to avoid congestion on Colmcille Avenue. For years we have been exposed to excessive and dangerous speeding by through motorists on Colmcille Avenue. Last year speed ramps were installed, which have helped reduce speed levels, however I understand that the current proposals could result in the removal of these ramps. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours who don’t have off-street parking and our local businesses, only one of which has off-street parking. I understand that there is a proposal for a “possible” 10 new car park spaces adjacent to the businesses however these will not be sufficient to cater for the demand. These businesses are badly needed in our community and I am very</p>   | <p>Please see the NTA's response to Issue 14 in this report</p> |



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| <p>NTA-C14-1187</p> | <p>I wish to object to the current Busconnects proposals for the Colmcille Avenue / Iona Park areas.</p> <p>I live on Sli Gartan and while I drive (off street parking), I also use public transport regularly. I believe that the current proposals will have a significant negative impact on me and my neighbours for a number of reasons, namely:</p> <p>There is already a lot of through traffic on Colmcille Avenue. The proposed bus gates will channel even more through traffic on to the avenue without any thought for those of us who live in the area. I am also concerned that road users will use Sli Gartan as a “rat run” to avoid congestion on Colmcille Avenue. For years we have been exposed to excessive and dangerous speeding by through motorists on Colmcille Avenue. Last year speed ramps were installed, which have helped reduce speed levels, however I understand that the current proposals could result in the removal of these ramps. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours who don't have off-street parking and our local businesses, only one of which has off-street parking. I understand that there is a proposal for a “possible” 10 new car park spaces adjacent to the businesses however these will not be sufficient to cater for the demand. These businesses are badly needed in our community and I am very concerned that the absence of adequate parking could easily jeopardise their ongoing viability. The proposed removal of trees along a section of Colmcille Avenue is difficult to comprehend. These trees should remain. The reduction of the footpath widths to 2m, at a time when we are being encouraged to walk more, makes no sense especially in an area such as ours where there are limited facilities available for walking. The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. What you are currently proposing is totally unfair. How can you possibly equate further increasing the volume, of through traffic on Colmcille Avenue, taking our trees and on-street parking, narrowing our footpaths, and dramatically reducing our bus service with good planning?</p> <p>I ask that you take my genuine concerns, and those of my neighbours, on board and revamp your proposals for our area accordingly.</p> | <p>Please see the NTA's response to Issue 15 in this report</p> |
| <p>NTA-C14-1187</p> | <p>I wish to object to the current Busconnects proposals for the Colmcille Avenue / Iona Park areas.</p> <p>I live on Sli Gartan and while I drive (off street parking), I also use public transport regularly. I believe that the current proposals will have a significant negative impact on me and my neighbours for a number of reasons, namely:</p> <p>There is already a lot of through traffic on Colmcille Avenue. The proposed bus gates will channel even more through traffic on to the avenue without any thought for those of us who live in the area. I am also concerned that road users will use Sli Gartan as a “rat run” to avoid congestion on Colmcille Avenue. For years we have been exposed to excessive and dangerous speeding by through motorists</p>   | <p>Please see the NTA's response to Issue 5 in this report</p>  |



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| <p>NTA-C14-1187</p> | <p>I wish to object to the current Busconnects proposals for the Colmcille Avenue / Iona Park areas.</p> <p>I live on Sli Gartan and while I drive (off street parking), I also use public transport regularly. I believe that the current proposals will have a significant negative impact on me and my neighbours for a number of reasons, namely:</p> <p>There is already a lot of through traffic on Colmcille Avenue. The proposed bus gates will channel even more through traffic on to the avenue without any thought for those of us who live in the area. I am also concerned that road users will use Sli Gartan as a "rat run" to avoid congestion on Colmcille Avenue. For years we have been exposed to excessive and dangerous speeding by through motorists on Colmcille Avenue. Last year speed ramps were installed, which have helped reduce speed levels, however I understand that the current proposals could result in the removal of these ramps. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours who don't have off-street parking and our local businesses, only one of which has off-street parking. I understand that there is a proposal for a "possible" 10 new car park spaces adjacent to the businesses however these will not be sufficient to cater for the demand. These businesses are badly needed in our community and I am very concerned that the absence of adequate parking could easily jeopardise their ongoing viability. The proposed removal of trees along a section of Colmcille Avenue is difficult to comprehend. These trees should remain. The reduction of the footpath widths to 2m, at a time when we are being encouraged to walk more, makes no sense especially in an area such as ours where there are limited facilities available for walking. The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. What you are currently proposing is totally unfair. How can you possibly equate further increasing the volume, of through traffic on Colmcille Avenue, taking our trees and on-street parking, narrowing our footpaths, and dramatically reducing our bus service with good planning?</p> <p>I ask that you take my genuine concerns, and those of my neighbours, on board and revamp your proposals for our area accordingly.</p> | <p>Please see the NTA's response to Issue 3 in this report</p> |

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| NTA-C14-1187 | <p>I wish to object to the current Busconnects proposals for the Colmcille Avenue / Iona Park areas. I live on Sli Gartan and while I drive (off street parking), I also use public transport regularly. I believe that the current proposals will have a significant negative impact on me and my neighbours for a number of reasons, namely:</p> <p>There is already a lot of through traffic on Colmcille Avenue. The proposed bus gates will channel even more through traffic on to the avenue without any thought for those of us who live in the area. I am also concerned that road users will use Sli Gartan as a “rat run” to avoid congestion on Colmcille Avenue. For years we have been exposed to excessive and dangerous speeding by through motorists on Colmcille Avenue. Last year speed ramps were installed, which have helped reduce speed levels, however I understand that the current proposals could result in the removal of these ramps. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours who don't have off-street parking and our local businesses, only one of which has off-street parking. I understand that there is a proposal for a “possible” 10 new car park spaces adjacent to the businesses however these will not be sufficient to cater for the demand. These businesses are badly needed in our community and I am very concerned that the absence of adequate parking could easily jeopardise their ongoing viability. The proposed removal of trees along a section of Colmcille Avenue is difficult to comprehend. These trees should remain. The reduction of the footpath widths to 2m, at a time when we are being encouraged to walk more, makes no sense especially in an area such as ours where there are limited facilities available for walking. The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. What you are currently proposing is totally unfair. How can you possibly equate further increasing the volume, of through traffic on Colmcille Avenue, taking our trees and on-street parking, narrowing our footpaths, and dramatically reducing our bus service with good planning?</p> <p>I ask that you take my genuine concerns, and those of my neighbours, on board and revamp your proposals for our area accordingly.</p> | Please see the NTA's response to Issue 10 in this report |
| NTA-C14-1187 | <p>I wish to object to the current Busconnects proposals for the Colmcille Avenue / Iona Park areas. I live on Sli Gartan and while I drive (off street parking), I also use public transport regularly. I believe that the current proposals will have a significant negative impact on me and my neighbours for a number of reasons, namely:</p> <p>There is already a lot of through traffic on Colmcille Avenue. The proposed bus gates will channel even more through traffic on to the avenue without any thought for those of us who live in the area. I am also concerned that road users will use Sli Gartan as a “rat run” to avoid congestion on Colmcille Avenue. For years we have been exposed to excessive and dangerous speeding by through motorists on Colmcille Avenue. Last year speed ramps were installed, which have helped reduce speed levels, however I understand that the current proposals could result in the removal of these ramps. The removal of on-street parking on Colmcille Avenue and a section of Iona Park will have a major impact on some of my neighbours who don't have off-street parking and our local businesses, only one of which has off-street parking. I understand that there is a proposal for a “possible” 10 new car park spaces adjacent to the businesses however these will not be sufficient to cater for the demand. These businesses are badly needed in our community and I am very concerned that the absence of adequate parking could easily jeopardise their ongoing viability. The proposed removal of trees along a section of Colmcille Avenue is difficult to comprehend. These trees should remain. The reduction of the footpath widths to 2m, at a time when we are being encouraged to walk more, makes no sense especially in an area such as ours where there are limited facilities available for walking. The core reason for BusConnects is to improve connectivity for the people of Cork however if the current proposals proceed the 208 service, which runs every 10 to 15 minutes, will no longer travel along Colmcille Avenue and will be replaced by the Number 21 which runs ONCE per hour and only travels as far as UCC. How is this improving connectivity for my neighbours and I, especially those of us who are totally reliant on public transport? The proposed footpath through the green in Iona Park is not only unnecessary but is also a cause of concern as regards the potential for anti-social gatherings along it. The proposed</p>   | Please see the NTA's response to Issue 4 in this report  |

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|                                | <p>positioning of the new bus stops and toucan crossings on Colmcille Avenue needs to be reviewed and should be agreed with residents if they are to proceed. What you are currently proposing is totally unfair. How can you possibly equate further increasing the volume, of through traffic on Colmcille Avenue, taking our trees and on-street parking, narrowing our footpaths, and dramatically reducing our bus service with good planning?</p> <p>I ask that you take my genuine concerns, and those of my neighbours, on board and revamp your proposals for our area accordingly.</p>  |  |
| <b>NTA-C14-1201_Attachment</b> | <p>Attachment. Summary:</p> <p>Concern that vehicle access to properties off Summerhill North will be restricted by the Proposed Scheme. Note that for vehicle access to certain properties it is necessary to be eastbound / northbound to enable turning.</p> <p>Request that to enable safe access, yellow lines are implemented, the location of the pedestrian crossing and bus stop are revised and measures on York Hill are revised to enable northbound access to properties on Summerhill North without travelling via the city centre.</p> <p>Concern that parking is proposed across parking across vehicle access points on Map 3.</p> | Please see the NTA's response to Issue 2 in this report  |
| <b>NTA-C14-1201_Attachment</b> | <p>Attachment. Summary:</p> <p>Request to reassess to new bus stop on Summerhill North due to the impact to accessibility of residents entrance to blocking of the bus stop occurs</p> <p>Request for the road to be equally divided, excluding parked cars, to remove the danger of speeding over the central line at Summerhill North, between St Luke's Cross and Dillons Cross, and Ard Alainn Corner</p>   | Please see the NTA's response to Issue 19 in this report |
| <b>NTA-C14-1201_Attachment</b> | <p>Attachment. Summary:</p> <p>Concern that the pedestrian crossing on Summerhill North may impede exit and entry of driveway of residents.</p> <p>Concern this is not the safest crossing point given it is just below a blind bend.</p> <p>Suggestion of a pedestrian crossing further north on Summerhill North to facilitate pedestrians crossing and to slow vehicle speeds.</p>   | Please see the NTA's response to Issue 15 in this report |
| <b>NTA-C14-1201_Attachment</b> | <p>Attachment. Summary:</p> <p>Safety concern with the speed of traffic in both directions on Summerhill North currently, with no current speed control, resulting in lack of pedestrian safety.</p> <p>Safety concern with the volume of parked cars on Summerhill North blocking visibility of exiting driveways.</p> <p>Request for a safety assessment for the locations of the pedestrian crossing and bus stop</p>  | Please see the NTA's response to Issue 18 in this report |
| <b>NTA-C14-1201_Attachment</b> | <p>Attachment. Summary:</p> <p>Concern to the banning of traffic from York Hill due to the frequent use by residents, and the result increasing traffic further into the city centre with longer alternative routes.</p> <p>Concern the right turn ban onto Middle Glanmire Road is a severe restriction for people travelling to the locality they live in</p>   | Please see the NTA's response to Issue 7 in this report  |
| <b>NTA-C14-1201_Attachment</b> | <p>Attachment. Summary:</p> <p>Support for the Scheme as it is respectful of local residents however request that vehicle access is retained.</p>   | Please see the NTA's response to Issue 20 in this report |
| <b>NTA-C14-1246</b>            | <p>I live near Dillon's Cross, I mainly wish for that busses become more reliable. That they actually show up when they are supposed to, or at the least, are not cancelled unannounced. Too many times I have waited for a bus to not show up at all. So I full support this initiative if there are more reliable busses.</p> <p>I also support that there are extra bike lanes created, I would love to bike into town, but currently I don't feel safe at all.</p>  | Please see the NTA's response to Issue 5 in this report  |
| <b>NTA-C14-1246</b>            | <p>I live near Dillon's Cross, I mainly wish for that busses become more reliable. That they actually show up when they are supposed to, or at the least, are not cancelled unannounced. Too many times I have waited for a bus to not show up at all. So I full support this initiative if there are more reliable busses.</p> <p>I also support that there are extra bike lanes created, I would love to bike into town, but currently I don't feel safe at all.</p>  | Please see the NTA's response to Issue 20 in this report |

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| NTA-C14-1248 | <p>The NTA and Bus Connects planners are consistently failing to consider the needs and wants of residents in this proposed draft. Mayfield, the North Ring Road, Montenotte, Dillons Cross, Old Youghal Road, Middle Glanmire Road, Summerhill North, Glen Avenue, Wellington Road and Ballyhooley Road are residential areas. Whilst some parking spaces have been saved since the first draft, others will be lost. This is unacceptable. A lot of us do not have the luxury of a driveway as we live in houses that were built before cars became commonplace, indeed a fair amount of properties in our area are listed in the 1901 census. Furthermore, many of the spaces are Disabled spaces allocated by the council to people who depend on a car and accessible parking. My own family included, both my [Personal information redacted] year old brother (complex special needs) and [Personal information redacted] year old father ([Personal information redacted]) are [Personal information redacted] whilst my [Personal information redacted] year old mother suffers from [Personal information redacted]. I also suffer from several chronic health conditions. Therefore we will find it extremely difficult to manage if we lose our parking space. Many disabled people, my own brother included are unable to travel on public transportation. The ableist attitude of the NTA and public officials that we must all either cycle, walk or use public transportation is highly offensive and inaccessible to many. I urge you to reconsider by actually speaking with the space holders involved. The removal of parking spaces will also encourage all modes of transport to speed up and down Old Youghal Road and Colmcille Ave. Again this poses a threat to the many residents of all ages, we will have great difficulty crossing roads. The removal of the left turn from Gordon's Hill onto Ballyhooley Road and the right turn ban onto Middle Glanmire Road will increase traffic in and around Dillons Cross. This is an already busy residential area. I ask you to strongly consider our submissions, please remember we live in the area. I am the 4th generation of my family to live in the area. We do not want to be forced out because priority is given to buses speeding through the area we call home.</p> | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1248 | <p>The NTA and Bus Connects planners are consistently failing to consider the needs and wants of residents in this proposed draft. Mayfield, the North Ring Road, Montenotte, Dillons Cross, Old Youghal Road, Middle Glanmire Road, Summerhill North, Glen Avenue, Wellington Road and Ballyhooley Road are residential areas. Whilst some parking spaces have been saved since the first draft, others will be lost. This is unacceptable. A lot of us do not have the luxury of a driveway as we live in houses that were built before cars became commonplace, indeed a fair amount of properties in our area are listed in the 1901 census. Furthermore, many of the spaces are Disabled spaces allocated by the council to people who depend on a car and accessible parking. My own family included, both my [Personal information redacted] year old brother (complex special needs) and [Personal information redacted] year old father ([Personal information redacted]) are [Personal information redacted] whilst my [Personal information redacted] year old mother suffers from [Personal information redacted]. I also suffer from several chronic health conditions. Therefore we will find it extremely difficult to manage if we lose our parking space. Many disabled people, my own brother included are unable to travel on public transportation. The ableist attitude of the NTA and public officials that we must all either cycle, walk or use public transportation is highly offensive and inaccessible to many. I urge you to reconsider by actually speaking with the space holders involved. The removal of parking spaces will also encourage all modes of transport to speed up and down Old Youghal Road and Colmcille Ave. Again this poses a threat to the many residents of all ages, we will have great difficulty crossing roads. The removal of the left turn from Gordon's Hill onto Ballyhooley Road and the right turn ban onto Middle Glanmire Road will increase traffic in and around Dillons Cross. This is an already busy residential area. I ask you to strongly consider our submissions, please remember we live in the area. I am the 4th generation of my family to live in the area. We do not want to be forced out because priority is given to buses speeding through the area we call home.</p> | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1248 | <p>The NTA and Bus Connects planners are consistently failing to consider the needs and wants of residents in this proposed draft. Mayfield, the North Ring Road, Montenotte, Dillons Cross, Old Youghal Road, Middle Glanmire Road, Summerhill North, Glen Avenue, Wellington Road and Ballyhooley Road are residential areas. Whilst some parking spaces have been saved since the first draft, others will be lost. This is unacceptable. A lot of us do not have the luxury of a driveway as we live in houses that were built before cars became commonplace, indeed a fair amount of properties in our area are listed in the 1901 census. Furthermore, many of the spaces are Disabled spaces allocated by the council to people who depend on a car and accessible parking. My own family included, both my [Personal information redacted] year old brother (complex special needs) and [Personal information redacted] year old father</p>  | Please see the NTA's response to Issue 7 in this report  |

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| <p>NTA-C14-1249</p> | <p>To whom it may concern,<br/>             I wish to lodge a submission regarding the Cork BusConnects Route B - Mayfield to City.<br/>             There are a number of proposals in this route that seem ill thought out and created from a map view of the area, not from local knowledge and certainly not from anyone who has driven the route. Indeed, the two Canadian planners openly admitted at the public information session held at Mayfield Football Club they had not driven any roads in the Montenotte or Mayfield area when creating their proposal.<br/>             The first concern centres around the Middle Glanmire Road and St. Luke's Cross. One element of that is to retain the right hand turn ban from Mahony's Avenue. This may be the most ignored traffic sign in the city. Every day numerous cars turn right at the top of that hill, including Garda cars and City Council vehicles. That road sign was put in place during the Tall Ships Race in 1991 and was never removed. Its purpose then was to mitigate the traffic leaving the quays, but it has long since ceased to be of any use.<br/>             Another bizarre proposal for the Middle Glanmire Road is to ban the right hand turn from St. Luke's Cross. How do delivery trucks, buses, and other HGVs get to The Montenotte Hotel? Approaching from the opposing direction is not an option - the road is too narrow. Many of those vehicles physically cannot pass down that road, and certainly cannot make the turn from St. Christopher's Drive onto the Middle Glanmire Road. This is something the proposal authors would be aware of if they had driven the roads in the vicinity</p>   | <p>Please see the NTA's response to Issue 7 in this report</p>  |

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|                     | <p>of the proposed BusConnects route.</p> <p>Preventing traffic from turning at this junction will lead to a significant increase in travel distance for all of the residents on that road, but particularly those in the vicinity of Ard-na-Laoui. Residents in that estate will have 2.5km journey from St. Luke's instead of 450m. Traffic will be funnelled up to Dillon's Cross or up Gardener's Hill and then onto St. Christopher's Drive. St. Christopher's Drive is the so called quiet road for the new cycle route. That aspiration will come to nothing with this increased traffic. Additionally these longer car journeys seem counter intuitive to the "green" intention of BusConnects.</p> <p>My second concern relates to the bus gate at Glen Ave and Ballyhooly Road. Putting this in place will force traffic to Dillon's Cross and up Old Youghal Road to Mayfield. Where will resident's cars on Old Youghal Road between Dillon's Cross and Gordon's Hill be moved to? None of those houses have drives, and there is very little offstreet parking nearby. Proposals to purchase land do not come close to accommodating the space required for the cars on that road. Many residents are also elderly and will not be in a position to walk to a new parking location for their cars.</p> <p>My third concern also relates to a bus gate, this time located at Gordon's Hill and Ballyhooly Road. Once again, this will force traffic to Dillon's Cross and up Old Youghal Road to Mayfield.</p> <p>Dillon's Cross will become an incredible bottleneck when coupled with the traffic coming from St. Luke's Cross and the second bus gate listed above.</p> <p>Concern number four centres around Colmcille Avenue. The proposed bus gate between Iona Park and North Ring Road, along Old Youghal Road, will force traffic along Colmcille Avenue and Iona Park - increasing traffic right alongside the newly proposed cycle lanes. The proposal outlines that residential access will be maintained on Old Youghal Road during bus gate hours, but how is this to be policed? Let's inject a dose of reality here, anyone who wishes to enter the bus gate during those hours can do so under the pretense of accessing one of the estates adjacent to Old Youghal Road. That bus gate is unworkable. Even if it were to be adequately enforced, all you're doing is pushing traffic down narrower residential streets parallel to Old Youghal Road, streets whose residents are not used to such traffic volumes.</p> <p>The proposed cycle lanes on Colmcille Avenue run across the end of Iona Road - an extremely busy road at school drop off and pick up times due to the school at the Tank Filed. This junction has been the scene of several accidents over the years, and an accident with a cyclist is inevitable with parent's and kids rushing to or leaving from school.</p> <p>The creation of these cycle lanes will also destroy many established, mature trees, and narrow the footpath to a significant degree. Do planners really expect to put additional bus stops on this road, and then have a narrow footpath for passengers to alight to?</p> <p>The only merit I was able to find in the entire STC-B proposal was closing York Hill to car traffic.</p> <p>It is clear the proposal for the Mayfield to City route is ill conceived, disrespectful to local residents and ignores common sense. Not to mention ignoring the physical width of some roads.</p> <p>It will cause significant disruption if implemented in its current form and the construction of it will be equally disruptive.</p> <p>It should not proceed in it's current form.</p> <p>Alan O'Connor</p> |  |
| <p>NTA-C14-1249</p> | <p>To whom it may concern,</p> <p>I wish to lodge a submission regarding the Cork BusConnects Route B - Mayfield to City.</p> <p>There are a number of proposals in this route that seem ill thought out and created from a map view of the area, not from local knowledge and certainly not from anyone who has driven the route. Indeed, the two Canadian planners openly admitted at the public information session held at Mayfield Football Club they had not driven any roads in the Montenotte or Mayfield area when creating their proposal.</p> <p>The first concern centres around the Middle Glanmire Road and St. Luke's Cross. One element of that is to retain the right hand turn ban from Mahony's Avenue. This may be the most ignored traffic sign in the city. Every day numerous cars turn right at the top of that hill, including Garda cars and City Council vehicles. That road sign was put in place during the Tall Ships Race in 1991 and was never removed. Its purpose then was to mitigate the traffic leaving the quays, but it has long since ceased to be of any use.</p>  | <p>Please see the NTA's response to Issue 9 in this report</p> |



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|                     | <p>Another bizarre proposal for the Middle Glanmire Road is to ban the right hand turn from St. Luke's Cross. How do delivery trucks, buses, and other HGVs get to The Montenotte Hotel? Approaching from the opposing direction is not an option - the road is too narrow. Many of those vehicles physically cannot pass down that road, and certainly cannot make the turn from St. Christopher's Drive onto the Middle Glanmire Road. This is something the proposal authors would be aware of if they had driven the roads in the vicinity of the proposed BusConnects route.</p> <p>Preventing traffic from turning at this junction will lead to a significant increase in travel distance for all of the residents on that road, but particularly those in the vicinity of Ard-na-Laoi. Residents in that estate will have 2.5km journey from St. Luke's instead of 450m. Traffic will be funnelled up to Dillon's Cross or up Gardener's Hill and then onto St. Christopher's Drive. St. Christopher's Drive is the so called quiet road for the new cycle route. That aspiration will come to nothing with this increased traffic. Additionally these longer car journeys seem counter intuitive to the "green" intention of BusConnects.</p> <p>My second concern relates to the bus gate at Glen Ave and Ballyhooly Road. Putting this in place will force traffic to Dillon's Cross and up Old Youghal Road to Mayfield. Where will resident's cars on Old Youghal Road between Dillon's Cross and Gordon's Hill be moved to? None of those houses have drives, and there is very little offstreet parking nearby. Proposals to purchase land do not come close to accommodating the space required for the cars on that road. Many residents are also elderly and will not be in a position to walk to a new parking location for their cars.</p> <p>My third concern also relates to a bus gate, this time located at Gordon's Hill and Ballyhooly Road. Once again, this will force traffic to Dillon's Cross and up Old Youghal Road to Mayfield.</p> <p>Dillon's Cross will become an incredible bottleneck when coupled with the traffic coming from St. Luke's Cross and the second bus gate listed above.</p> <p>Concern number four centres around Colmcille Avenue. The proposed bus gate between Iona Park and North Ring Road, along Old Youghal Road, will force traffic along Colmcille Avenue and Iona Park - increasing traffic right alongside the newly proposed cycle lanes. The proposal outlines that residential access will be maintained on Old Youghal Road during bus gate hours, but how is this to be policed? Let's inject a dose of reality here, anyone who wishes to enter the bus gate during those hours can do so under the pretense of accessing one of the estates adjacent to Old Youghal Road. That bus gate is unworkable. Even if it were to be adequately enforced, all you're doing is pushing traffic down narrower residential streets parallel to Old Youghal Road, streets whose residents are not used to such traffic volumes.</p> <p>The proposed cycle lanes on Colmcille Avenue run across the end of Iona Road - an extremely busy road at school drop off and pick up times due to the school at the Tank Filed. This junction has been the scene of several accidents over the years, and an accident with a cyclist is inevitable with parent's and kids rushing to or leaving from school.</p> <p>The creation of these cycle lanes will also destroy many established, mature trees, and narrow the footpath to a significant degree. Do planners really expect to put additional bus stops on this road, and then have a narrow footpath for passengers to alight to?</p> <p>The only merit I was able to find in the entire STC-B proposal was closing York Hill to car traffic.</p> <p>It is clear the proposal for the Mayfield to City route is ill conceived, disrespectful to local residents and ignores common sense. Not to mention ignoring the physical width of some roads.</p> <p>It will cause significant disruption if implemented in its current form and the construction of it will be equally disruptive.</p> <p>It should not proceed in it's current form.</p> <p>Alan O'Connor</p> |  |
| <p>NTA-C14-1249</p> | <p>To whom it may concern,</p> <p>I wish to lodge a submission regarding the Cork BusConnects Route B - Mayfield to City.</p> <p>There are a number of proposals in this route that seem ill thought out and created from a map view of the area, not from local knowledge and certainly not from anyone who has driven the route. Indeed, the two Canadian planners openly admitted at the public information session held at Mayfield Football Club they had not driven any roads in the Montenotte or Mayfield area when creating their proposal.</p>   | <p>Please see the NTA's response to Issue 4 in this report</p> |



The first concern centres around the Middle Glanmire Road and St. Luke's Cross. One element of that is to retain the right hand turn ban from Mahony's Avenue. This may be the most ignored traffic sign in the city. Every day numerous cars turn right at the top of that hill, including Garda cars and City Council vehicles. That road sign was put in place during the Tall Ships Race in 1991 and was never removed. Its purpose then was to mitigate the traffic leaving the quays, but it has long since ceased to be of any use.

Another bizarre proposal for the Middle Glanmire Road is to ban the right hand turn from St. Luke's Cross. How do delivery trucks, buses, and other HGVs get to The Montenotte Hotel? Approaching from the opposing direction is not an option - the road is too narrow. Many of those vehicles physically cannot pass down that road, and certainly cannot make the turn from St. Christopher's Drive onto the Middle Glanmire Road. This is something the proposal authors would be aware of if they had driven the roads in the vicinity of the proposed BusConnects route.

Preventing traffic from turning at this junction will lead to a significant increase in travel distance for all of the residents on that road, but particularly those in the vicinity of Ard-na-Laoi. Residents in that estate will have 2.5km journey from St. Luke's instead of 450m. Traffic will be funnelled up to Dillon's Cross or up Gardener's Hill and then onto St. Christopher's Drive. St. Christopher's Drive is the so called quiet road for the new cycle route. That aspiration will come to nothing with this increased traffic. Additionally these longer car journeys seem counter intuitive to the "green" intention of BusConnects.

My second concern relates to the bus gate at Glen Ave and Ballyhooley Road. Putting this in place will force traffic to Dillon's Cross and up Old Youghal Road to Mayfield. Where will resident's cars on Old Youghal Road between Dillon's Cross and Gordon's Hill be moved to? None of those houses have drives, and there is very little offstreet parking nearby. Proposals to purchase land do not come close to accommodating the space required for the cars on that road. Many residents are also elderly and will not be in a position to walk to a new parking location for their cars.

My third concern also relates to a bus gate, this time located at Gordon's Hill and Ballyhooley Road. Once again, this will force traffic to Dillon's Cross and up Old Youghal Road to Mayfield.

Dillon's Cross will become an incredible bottleneck when coupled with the traffic coming from St. Luke's Cross and the second bus gate listed above.

Concern number four centres around Colmcille Avenue. The proposed bus gate between Iona Park and North Ring Road, along Old Youghal Road, will force traffic along Colmcille Avenue and Iona Park - increasing traffic right alongside the newly proposed cycle lanes. The proposal outlines that residential access will be maintained on Old Youghal Road during bus gate hours, but how is this to be policed? Let's inject a dose of reality here, anyone who wishes to enter the bus gate during those hours can do so under the pretense of accessing one of the estates adjacent to Old Youghal Road. That bus gate is unworkable. Even if it were to be adequately enforced, all you're doing is pushing traffic down narrower residential streets parallel to Old Youghal Road, streets whose residents are not used to such traffic volumes.

The proposed cycle lanes on Colmcille Avenue run across the end of Iona Road - an extremely busy road at school drop off and pick up times due to the school at the Tank Field. This junction has been the scene of several accidents over the years, and an accident with a cyclist is inevitable with parent's and kids rushing to or leaving from school.

The creation of these cycle lanes will also destroy many established, mature trees, and narrow the footpath to a significant degree. Do planners really expect to put additional bus stops on this road, and then have a narrow footpath for passengers to alight to?

The only merit I was able to find in the entire STC-B proposal was closing York Hill to car traffic.

It is clear the proposal for the Mayfield to City route is ill conceived, disrespectful to local residents and ignores common sense. Not to mention ignoring the physical width of some roads.

It will cause significant disruption if implemented in its current form and the construction of it will be equally disruptive.

It should not proceed in it's current form.

Alan O'Connor

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| <p>NTA-C14-1249</p> | <p>To whom it may concern,</p> <p>I wish to lodge a submission regarding the Cork BusConnects Route B - Mayfield to City.</p> <p>There are a number of proposals in this route that seem ill thought out and created from a map view of the area, not from local knowledge and certainly not from anyone who has driven the route. Indeed, the two Canadian planners openly admitted at the public information session held at Mayfield Football Club they had not driven any roads in the Montenotte or Mayfield area when creating their proposal.</p> <p>The first concern centres around the Middle Glanmire Road and St. Luke's Cross. One element of that is to retain the right hand turn ban from Mahony's Avenue. This may be the most ignored traffic sign in the city. Every day numerous cars turn right at the top of that hill, including Garda cars and City Council vehicles. That road sign was put in place during the Tall Ships Race in 1991 and was never removed. Its purpose then was to mitigate the traffic leaving the quays, but it has long since ceased to be of any use.</p> <p>Another bizarre proposal for the Middle Glanmire Road is to ban the right hand turn from St. Luke's Cross. How do delivery trucks, buses, and other HGVs get to The Montenotte Hotel? Approaching from the opposing direction is not an option - the road is too narrow. Many of those vehicles physically cannot pass down that road, and certainly cannot make the turn from St. Christopher's Drive onto the Middle Glanmire Road. This is something the proposal authors would be aware of if they had driven the roads in the vicinity of the proposed BusConnects route.</p> <p>Preventing traffic from turning at this junction will lead to a significant increase in travel distance for all of the residents on that road, but particularly those in the vicinity of Ard-na-Laoi. Residents in that estate will have 2.5km journey from St. Luke's instead of 450m. Traffic will be funnelled up to Dillon's Cross or up Gardener's Hill and then onto St. Christopher's Drive. St. Christopher's Drive is the so called quiet road for the new cycle route. That aspiration will come to nothing with this increased traffic. Additionally these longer car journeys seem counter intuitive to the "green" intention of BusConnects.</p> <p>My second concern relates to the bus gate at Glen Ave and Ballyhooly Road. Putting this in place will force traffic to Dillon's Cross and up Old Youghal Road to Mayfield. Where will resident's cars on Old Youghal Road between Dillon's Cross and Gordon's Hill be moved to? None of those houses have drives, and there is very little offstreet parking nearby. Proposals to purchase land do not come close to accommodating the space required for the cars on that road. Many residents are also elderly and will not be in a position to walk to a new parking location for their cars.</p> <p>My third concern also relates to a bus gate, this time located at Gordon's Hill and Ballyhooly Road. Once again, this will force traffic to Dillon's Cross and up Old Youghal Road to Mayfield.</p> <p>Dillon's Cross will become an incredible bottleneck when coupled with the traffic coming from St. Luke's Cross and the second bus gate listed above.</p> <p>Concern number four centres around Colmcille Avenue. The proposed bus gate between Iona Park and North Ring Road, along Old Youghal Road, will force traffic along Colmcille Avenue and Iona Park - increasing traffic right alongside the newly proposed cycle lanes. The proposal outlines that residential access will be maintained on Old Youghal Road during bus gate hours, but how is this to be policed? Let's inject a dose of reality here, anyone who wishes to enter the bus gate during those hours can do so under the pretense of accessing one of the estates adjacent to Old Youghal Road. That bus gate is unworkable. Even if it were to be adequately enforced, all you're doing is pushing traffic down narrower residential streets parallel to Old Youghal Road, streets whose residents are not used to such traffic volumes.</p> <p>The proposed cycle lanes on Colmcille Avenue run across the end of Iona Road - an extremely busy road at school drop off and pick up times due to the school at the Tank Filed. This junction has been the scene of several accidents over the years, and an accident with a cyclist is inevitable with parent's and kids rushing to or leaving from school.</p> <p>The creation of these cycle lanes will also destroy many established, mature trees, and narrow the footpath to a significant degree. Do planners really expect to put additional bus stops on this road, and then have a narrow footpath for passengers to alight to?</p> <p>The only merit I was able to find in the entire STC-B proposal was closing York Hill to car traffic.</p> <p>It is clear the proposal for the Mayfield to City route is ill conceived, disrespectful to local residents and ignores common sense. Not to</p> | <p>Please see the NTA's response to Issue 20 in this report</p> |
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|              | <p>mention ignoring the physical width of some roads.<br/>It will cause significant disruption if implemented in its current form and the construction of it will be equally disruptive.<br/>It should not proceed in it's current form.<br/>Alan O'Connor</p>  |  |
| NTA-C14-1250 | <p>As a resident and daily cyclist of this route, I want to voice my approval for the proposed changes, especially the measures that increase pedestrian safety.<br/>I would have preferred if the original proposal of bus lanes, as opposed to unenforced bus gates, had remained in the plan. An improved public transport network benefits all the city's inhabitants and visitors - including those who continue to drive single-user cars.<br/>Importantly, for the proposed positive changes to work, we need more enforcement of traffic laws in this city. Cars continue to park on bike lanes and footpaths, especially in areas where on-street parking has recently been removed. The council needs to develop an app where users can easily report such violations. An increase in Garda Traffic patrols, especially to police red light running, needs to be implemented also.<br/>Again, I am pleased with these proposals and look forward to seeing our city become a more pleasant place to live.</p> | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1250 | <p>As a resident and daily cyclist of this route, I want to voice my approval for the proposed changes, especially the measures that increase pedestrian safety.<br/>I would have preferred if the original proposal of bus lanes, as opposed to unenforced bus gates, had remained in the plan. An improved public transport network benefits all the city's inhabitants and visitors - including those who continue to drive single-user cars.<br/>Importantly, for the proposed positive changes to work, we need more enforcement of traffic laws in this city. Cars continue to park on bike lanes and footpaths, especially in areas where on-street parking has recently been removed. The council needs to develop an app where users can easily report such violations. An increase in Garda Traffic patrols, especially to police red light running, needs to be implemented also.<br/>Again, I am pleased with these proposals and look forward to seeing our city become a more pleasant place to live.</p> | Please see the NTA's response to Issue 22 in this report |
| NTA-C14-1250 | <p>As a resident and daily cyclist of this route, I want to voice my approval for the proposed changes, especially the measures that increase pedestrian safety.<br/>I would have preferred if the original proposal of bus lanes, as opposed to unenforced bus gates, had remained in the plan. An improved public transport network benefits all the city's inhabitants and visitors - including those who continue to drive single-user cars.<br/>Importantly, for the proposed positive changes to work, we need more enforcement of traffic laws in this city. Cars continue to park on bike lanes and footpaths, especially in areas where on-street parking has recently been removed. The council needs to develop an app where users can easily report such violations. An increase in Garda Traffic patrols, especially to police red light running, needs to be implemented also.<br/>Again, I am pleased with these proposals and look forward to seeing our city become a more pleasant place to live.</p> | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1253 | <p>Hello, we are home owners at [Personal information redacted] Ballyhooley Road, Dillions Cross Cork city, from the start of the public consultation we have been aware that the front of our property was subject to a CPO in order to facilitate the widening of the public footpath, we did make it clear that the front of our property is a total of 5sqm wide x 3sqm deep which is our only outdoor space for raising a young family, just to confirm we have no outdoor space to the rear. This land take was made aware to us via a zoom call with the NTA on the 22.07.22, present on that call was both home owners along with Con Kehely (NTA) and James Kavanagh (NTA). On</p>   | Please see the NTA's response to Issue 11 in this report |

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|                     | <p>this call we were made aware that this was only stage 1 of the design and it was not set in stone and was subject to change. It was also discussed that the fact we would be losing our public parking spaces on the corner that connects Old Youghal Road to Dillions Cross to accommodate a bus gate so we were being affected twice both by personal land loss and parking. It was raised on this same zoom call that directly behind our property is waste land and it was noted that this land could be used for private parking for the houses that were directly impacted by the new bus connects route. This was also confirmed in the follow up meeting notes which we have from the NTA zoom meeting.</p> <p>After this meeting the next we heard of anything was when we got the brochure in the door from the NTA regarding the Stage 2 of the design process, it was made clear that the front of our property was still to be taken as part of the revised design and also the loss of parking on the corner as stated above, what was now part to the new map for the first time was there is now 7 parking spaces proposed for the back of our property, this is clearly going to be the biggest impact on our house as it looks like it will be public parking and not private parking which is what was discussed in the first place, reason for this is when we purchased this property only 3 years ago the back of the property had a serious problem with dumping of rubbish and anti social behaviour which was raised with the council many times and since then a local property owner has put up gates to stop this from happening (not the owner of the waste land) so we ask that you please consider how you use the land to the back of our property as there is serious concerns for the privacy and wellbeing of the home owners.</p> <p>Thank you.</p>   |   |
| <p>NTA-C14-1253</p> | <p>Hello, we are home owners at [Personal information redacted] Ballyhooly Road, Dillions Cross Cork city, from the start of the public consultation we have been aware that the front of our property was subject to a CPO in order to facilitate the widening of the public footpath, we did make it clear that the front of our property is a total of 5sqm wide x 3sqm deep which is our only outdoor space for raising a young family, just to confirm we have no outdoor space to the rear. This land take was made aware to us via a zoom call with the NTA on the 22.07.22, present on that call was both home owners along with Con Kehely (NTA) and James Kavanagh (NTA). On this call we were made aware that this was only stage 1 of the design and it was not set in stone and was subject to change. It was also discussed that the fact we would be losing our public parking spaces on the corner that connects Old Youghal Road to Dillions Cross to accommodate a bus gate so we were being affected twice both by personal land loss and parking. It was raised on this same zoom call that directly behind our property is waste land and it was noted that this land could be used for private parking for the houses that were directly impacted by the new bus connects route. This was also confirmed in the follow up meeting notes which we have from the NTA zoom meeting.</p> <p>After this meeting the next we heard of anything was when we got the brochure in the door from the NTA regarding the Stage 2 of the design process, it was made clear that the front of our property was still to be taken as part of the revised design and also the loss of parking on the corner as stated above, what was now part to the new map for the first time was there is now 7 parking spaces proposed for the back of our property, this is clearly going to be the biggest impact on our house as it looks like it will be public parking and not private parking which is what was discussed in the first place, reason for this is when we purchased this property only 3 years ago the back of the property had a serious problem with dumping of rubbish and anti social behaviour which was raised with the council many times and since then a local property owner has put up gates to stop this from happening (not the owner of the waste land) so we ask that you please consider how you use the land to the back of our property as there is serious concerns for the privacy and wellbeing of the home owners.</p> <p>Thank you.</p> | <p>Please see the NTA's response to Issue 3 in this report</p>  |
| <p>NTA-C14-1253</p> | <p>Hello, we are home owners at [Personal information redacted] Ballyhooly Road, Dillions Cross Cork city, from the start of the public consultation we have been aware that the front of our property was subject to a CPO in order to facilitate the widening of the public footpath, we did make it clear that the front of our property is a total of 5sqm wide x 3sqm deep which is our only outdoor space for raising a young family, just to confirm we have no outdoor space to the rear. This land take was made aware to us via a zoom call with the NTA on the 22.07.22, present on that call was both home owners along with Con Kehely (NTA) and James Kavanagh (NTA). On this call we were made aware that this was only stage 1 of the design and it was not set in stone and was subject to change. It was also</p>  | <p>Please see the NTA's response to Issue 16 in this report</p> |

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|                                | <p>discussed that the fact we would be losing our public parking spaces on the corner that connects Old Youghal Road to Dillions Cross to accommodate a bus gate so we were being affected twice both by personal land loss and parking. It was raised on this same zoom call that directly behind our property is waste land and it was noted that this land could be used for private parking for the houses that were directly impacted by the new bus connects route. This was also confirmed in the follow up meeting notes which we have from the NTA zoom meeting.</p> <p>After this meeting the next we heard of anything was when we got the brochure in the door from the NTA regarding the Stage 2 of the design process, it was made clear that the front of our property was still to be taken as part of the revised design and also the loss of parking on the corner as stated above, what was now part to the new map for the first time was there is now 7 parking spaces proposed for the back of our property, this is clearly going to be the biggest impact on our house as it looks like it will be public parking and not private parking which is what was discussed in the first place, reason for this is when we purchased this property only 3 years ago the back of the property had a serious problem with dumping of rubbish and anti social behaviour which was raised with the council many times and since then a local property owner has put up gates to stop this from happening (not the owner of the waste land) so we ask that you please consider how you use the land to the back of our property as there is serious concerns for the privacy and wellbeing of the home owners.</p> <p>Thank you.</p>  |  |
| <p>NTA-C14-1253_Attachment</p> | <p>Hello, we are home owners at [Personal information redacted] Ballyhooly Road, Dillions Cross Cork city, from the start of the public consultation we have been aware that the front of our property was subject to a CPO in order to facilitate the widening of the public footpath, we did make it clear that the front of our property is a total of 5sqm wide x 3sqm deep which is our only outdoor space for raising a young family, just to confirm we have no outdoor space to the rear. This land take was made aware to us via a zoom call with the NTA on the 22.07.22, present on that call was both home owners along with Con Kehely (NTA) and James Kavanagh (NTA). On this call we were made aware that this was only stage 1 of the design and it was not set in stone and was subject to change. It was also discussed that the fact we would be losing our public parking spaces on the corner that connects Old Youghal Road to Dillions Cross to accommodate a bus gate so we were being affected twice both by personal land loss and parking. It was raised on this same zoom call that directly behind our property is waste land and it was noted that this land could be used for private parking for the houses that were directly impacted by the new bus connects route. This was also confirmed in the follow up meeting notes which we have from the NTA zoom meeting.</p> <p>After this meeting the next we heard of anything was when we got the brochure in the door from the NTA regarding the Stage 2 of the design process, it was made clear that the front of our property was still to be taken as part of the revised design and also the loss of parking on the corner as stated above, what was now part to the new map for the first time was there is now 7 parking spaces proposed for the back of our property, this is clearly going to be the biggest impact on our house as it looks like it will be public parking and not private parking which is what was discussed in the first place, reason for this is when we purchased this property only 3 years ago the back of the property had a serious problem with dumping of rubbish and anti social behaviour which was raised with the council many times and since then a local property owner has put up gates to stop this from happening (not the owner of the waste land) so we ask that you please consider how you use the land to the back of our property as there is serious concerns for the privacy and wellbeing of the home owners.</p> <p>Thank you.</p> | <p>Please see the NTA's response to Issue 11 in this report</p>  |
| <p>NTA-C14-1253_Attachment</p> | <p>Hello, we are home owners at [Personal information redacted] Ballyhooly Road, Dillions Cross Cork city, from the start of the public consultation we have been aware that the front of our property was subject to a CPO in order to facilitate the widening of the public footpath, we did make it clear that the front of our property is a total of 5sqm wide x 3sqm deep which is our only outdoor space for raising a young family, just to confirm we have no outdoor space to the rear. This land take was made aware to us via a zoom call with the NTA on the 22.07.22, present on that call was both home owners along with Con Kehely (NTA) and James Kavanagh (NTA). On this call we were made aware that this was only stage 1 of the design and it was not set in stone and was subject to change. It was also discussed that the fact we would be losing our public parking spaces on the corner that connects Old Youghal Road to Dillions Cross</p>  | <p>Concerns surrounding privacy of Ballyhooly Road residents will be discussed with local landowners in detail as the STC progresses. The parking plot will be reviewed to better understand the impact on the local residents who neighbour the area.</p> |

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|                                | <p>to accommodate a bus gate so we were being affected twice both by personal land loss and parking. It was raised on this same zoom call that directly behind our property is waste land and it was noted that this land could be used for private parking for the houses that were directly impacted by the new bus connects route. This was also confirmed in the follow up meeting notes which we have from the NTA zoom meeting.</p> <p>After this meeting the next we heard of anything was when we got the brochure in the door from the NTA regarding the Stage 2 of the design process, it was made clear that the front of our property was still to be taken as part of the revised design and also the loss of parking on the corner as stated above, what was now part to the new map for the first time was there is now 7 parking spaces proposed for the back of our property, this is clearly going to be the biggest impact on our house as it looks like it will be public parking and not private parking which is what was discussed in the first place, reason for this is when we purchased this property only 3 years ago the back of the property had a serious problem with dumping of rubbish and anti social behaviour which was raised with the council many times and since then a local property owner has put up gates to stop this from happening (not the owner of the waste land) so we ask that you please consider how you use the land to the back of our property as there is serious concerns for the privacy and wellbeing of the home owners.</p> <p>Thank you.</p>  |   |
| <p>NTA-C14-1253_Attachment</p> | <p>Hello, we are home owners at [Personal information redacted] Ballyhooly Road, Dillions Cross Cork city, from the start of the public consultation we have been aware that the front of our property was subject to a CPO in order to facilitate the widening of the public footpath, we did make it clear that the front of our property is a total of 5sqm wide x 3sqm deep which is our only outdoor space for raising a young family, just to confirm we have no outdoor space to the rear. This land take was made aware to us via a zoom call with the NTA on the 22.07.22, present on that call was both home owners along with Con Kehely (NTA) and James Kavanagh (NTA). On this call we were made aware that this was only stage 1 of the design and it was not set in stone and was subject to change. It was also discussed that the fact we would be losing our public parking spaces on the corner that connects Old Youghal Road to Dillions Cross to accommodate a bus gate so we were being affected twice both by personal land loss and parking. It was raised on this same zoom call that directly behind our property is waste land and it was noted that this land could be used for private parking for the houses that were directly impacted by the new bus connects route. This was also confirmed in the follow up meeting notes which we have from the NTA zoom meeting.</p> <p>After this meeting the next we heard of anything was when we got the brochure in the door from the NTA regarding the Stage 2 of the design process, it was made clear that the front of our property was still to be taken as part of the revised design and also the loss of parking on the corner as stated above, what was now part to the new map for the first time was there is now 7 parking spaces proposed for the back of our property, this is clearly going to be the biggest impact on our house as it looks like it will be public parking and not private parking which is what was discussed in the first place, reason for this is when we purchased this property only 3 years ago the back of the property had a serious problem with dumping of rubbish and anti social behaviour which was raised with the council many times and since then a local property owner has put up gates to stop this from happening (not the owner of the waste land) so we ask that you please consider how you use the land to the back of our property as there is serious concerns for the privacy and wellbeing of the home owners.</p> <p>Thank you.</p> | <p>Please see the NTA's response to Issue 16 in this report</p> |
| <p>NTA-C14-1254</p>            | <p>To whom it may concern,</p> <p>I wish to lodge a submission regarding the Cork BusConnects Route B - Mayfield to City.</p> <p>There are a number of proposals in this route that seem ill thought out and created from a map view of the area, not from local knowledge and certainly not from anyone who has driven the route. Indeed, the two Canadian planners openly admitted at the public information session held at Mayfield Football Club they had not driven any roads in the Montenotte or Mayfield area when creating their proposal.</p> <p>The first concern centres around the Middle Glanmire Road and St. Luke's Cross. One element of that is to retain the right hand turn ban from Mahony's Avenue. This may be the most ignored traffic sign in the city. Every day numerous cars turn right at the top of that</p>  | <p>Please see the NTA's response to Issue 7 in this report</p>  |



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|                     | <p>hill, including Garda cars and City Council vehicles. That road sign was put in place during the Tall Ships Race in 1991 and was never removed. Its purpose then was to mitigate the traffic leaving the quays, but it has long since ceased to be of any use.</p> <p>Another bizarre proposal for the Middle Glanmire Road is to ban the right hand turn from St. Luke's Cross. How do delivery trucks, buses, and other HGVs get to The Montenotte Hotel? Approaching from the opposing direction is not an option - the road is too narrow. Many of those vehicles physically cannot pass down that road, and certainly cannot make the turn from St. Christopher's Drive onto the Middle Glanmire Road. This is something the proposal authors would be aware of if they had driven the roads in the vicinity of the proposed BusConnects route.</p> <p>Preventing traffic from turning at this junction will lead to a significant increase in travel distance for all of the residents on that road, but particularly those in the vicinity of Ard-na-Laoi. Residents in that estate will have 2.5km journey from St. Luke's instead of 450m. Traffic will be funnelled up to Dillon's Cross or up Gardener's Hill and then onto St. Christopher's Drive. St. Christopher's Drive is the so called quiet road for the new cycle route. That aspiration will come to nothing with this increased traffic. Additionally these longer car journeys seem counter intuitive to the "green" intention of BusConnects.</p> <p>My second concern relates to the bus gate at Glen Ave and Ballyhooly Road. Putting this in place will force traffic to Dillon's Cross and up Old Youghal Road to Mayfield. Where will resident's cars on Old Youghal Road between Dillon's Cross and Gordon's Hill be moved to? None of those houses have drives, and there is very little offstreet parking nearby. Proposals to purchase land do not come close to accommodating the space required for the cars on that road. Many residents are also elderly and will not be in a position to walk to a new parking location for their cars.</p> <p>My third concern also relates to a bus gate, this time located at Gordon's Hill and Ballyhooly Road. Once again, this will force traffic to Dillon's Cross and up Old Youghal Road to Mayfield.</p> <p>Dillon's Cross will become an incredible bottleneck when coupled with the traffic coming from St. Luke's Cross and the second bus gate listed above.</p> <p>Concern number four centres around Colmcille Avenue. The proposed bus gate between Iona Park and North Ring Road, along Old Youghal Road, will force traffic along Colmcille Avenue and Iona Park - increasing traffic right alongside the newly proposed cycle lanes. The proposal outlines that residential access will be maintained on Old Youghal Road during bus gate hours, but how is this to be policed? Let's inject a dose of reality here, anyone who wishes to enter the bus gate during those hours can do so under the pretense of accessing one of the estates adjacent to Old Youghal Road. That bus gate is unworkable. Even if it were to be adequately enforced, all you're doing is pushing traffic down narrower residential streets parallel to Old Youghal Road, streets whose residents are not used to such traffic volumes.</p> <p>The proposed cycle lanes on Colmcille Avenue run across the end of Iona Road - an extremely busy road at school drop off and pick up times due to the school at the Tank Field. This junction has been the scene of several accidents over the years, and an accident with a cyclist is inevitable with parent's and kids rushing to or leaving from school.</p> <p>The creation of these cycle lanes will also destroy many established, mature trees, and narrow the footpath to a significant degree. Do planners really expect to put additional bus stops on this road, and then have a narrow footpath for passengers to alight to?</p> <p>The only merit I was able to find in the entire STC-B proposal was closing York Hill to car traffic.</p> <p>It is clear the proposal for the Mayfield to City route is ill conceived, disrespectful to local residents and ignores common sense. Not to mention ignoring the physical width of some roads.</p> <p>It will cause significant disruption if implemented in its current form and the construction of it will be equally disruptive.</p> <p>I do not believe it should not proceed in its current form.</p> <p>Jim O'Connor</p> |  |
| <p>NTA-C14-1254</p> | <p>To whom it may concern,</p> <p>I wish to lodge a submission regarding the Cork BusConnects Route B - Mayfield to City.</p> <p>There are a number of proposals in this route that seem ill thought out and created from a map view of the area, not from local knowledge and certainly not from anyone who has driven the route. Indeed, the two Canadian planners openly admitted at the public</p>  | <p>Please see the NTA's response to Issue 9 in this report</p> |



information session held at Mayfield Football Club they had not driven any roads in the Montenotte or Mayfield area when creating their proposal.

The first concern centres around the Middle Glanmire Road and St. Luke's Cross. One element of that is to retain the right hand turn ban from Mahony's Avenue. This may be the most ignored traffic sign in the city. Every day numerous cars turn right at the top of that hill, including Garda cars and City Council vehicles. That road sign was put in place during the Tall Ships Race in 1991 and was never removed. Its purpose then was to mitigate the traffic leaving the quays, but it has long since ceased to be of any use.

Another bizarre proposal for the Middle Glanmire Road is to ban the right hand turn from St. Luke's Cross. How do delivery trucks, buses, and other HGVs get to The Montenotte Hotel? Approaching from the opposing direction is not an option - the road is too narrow. Many of those vehicles physically cannot pass down that road, and certainly cannot make the turn from St. Christopher's Drive onto the Middle Glanmire Road. This is something the proposal authors would be aware of if they had driven the roads in the vicinity of the proposed BusConnects route.

Preventing traffic from turning at this junction will lead to a significant increase in travel distance for all of the residents on that road, but particularly those in the vicinity of Ard-na-Laoi. Residents in that estate will have 2.5km journey from St. Luke's instead of 450m. Traffic will be funnelled up to Dillon's Cross or up Gardener's Hill and then onto St. Christopher's Drive. St. Christopher's Drive is the so called quiet road for the new cycle route. That aspiration will come to nothing with this increased traffic. Additionally these longer car journeys seem counter intuitive to the "green" intention of BusConnects.

My second concern relates to the bus gate at Glen Ave and Ballyhooly Road. Putting this in place will force traffic to Dillon's Cross and up Old Youghal Road to Mayfield. Where will resident's cars on Old Youghal Road between Dillon's Cross and Gordon's Hill be moved to? None of those houses have drives, and there is very little offstreet parking nearby. Proposals to purchase land do not come close to accommodating the space required for the cars on that road. Many residents are also elderly and will not be in a position to walk to a new parking location for their cars.

My third concern also relates to a bus gate, this time located at Gordon's Hill and Ballyhooly Road. Once again, this will force traffic to Dillon's Cross and up Old Youghal Road to Mayfield.

Dillon's Cross will become an incredible bottleneck when coupled with the traffic coming from St. Luke's Cross and the second bus gate listed above.

Concern number four centres around Colmcille Avenue. The proposed bus gate between Iona Park and North Ring Road, along Old Youghal Road, will force traffic along Colmcille Avenue and Iona Park - increasing traffic right alongside the newly proposed cycle lanes. The proposal outlines that residential access will be maintained on Old Youghal Road during bus gate hours, but how is this to be policed? Let's inject a dose of reality here, anyone who wishes to enter the bus gate during those hours can do so under the pretense of accessing one of the estates adjacent to Old Youghal Road. That bus gate is unworkable. Even if it were to be adequately enforced, all you're doing is pushing traffic down narrower residential streets parallel to Old Youghal Road, streets whose residents are not used to such traffic volumes.

The proposed cycle lanes on Colmcille Avenue run across the end of Iona Road - an extremely busy road at school drop off and pick up times due to the school at the Tank Filed. This junction has been the scene of several accidents over the years, and an accident with a cyclist is inevitable with parent's and kids rushing to or leaving from school.

The creation of these cycle lanes will also destroy many established, mature trees, and narrow the footpath to a significant degree. Do planners really expect to put additional bus stops on this road, and then have a narrow footpath for passengers to alight to?

The only merit I was able to find in the entire STC-B proposal was closing York Hill to car traffic.

It is clear the proposal for the Mayfield to City route is ill conceived, disrespectful to local residents and ignores common sense. Not to mention ignoring the physical width of some roads.

It will cause significant disruption if implemented in its current form and the construction of it will be equally disruptive.

I do not believe it should not proceed in it's current form.

Jim O'Connor

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| <p>NTA-C14-1253_Attachment</p> | <p>Hello, we are home owners at [Personal information redacted] Ballyhooly Road, Dillions Cross Cork city, from the start of the public consultation we have been aware that the front of our property was subject to a CPO in order to facilitate the widening of the public footpath, we did make it clear that the front of our property is a total of 5sqm wide x 3sqm deep which is our only outdoor space for raising a young family, just to confirm we have no outdoor space to the rear. This land take was made aware to us via a zoom call with the NTA on the 22.07.22, present on that call was both home owners along with Con Kehely (NTA) and James Kavanagh (NTA). On this call we were made aware that this was only stage 1 of the design and it was not set in stone and was subject to change. It was also discussed that the fact we would be losing our public parking spaces on the corner that connects Old Youghal Road to Dillions Cross to accommodate a bus gate so we were being affected twice both by personal land loss and parking. It was raised on this same zoom call that directly behind our property is waste land and it was noted that this land could be used for private parking for the houses that were directly impacted by the new bus connects route. This was also confirmed in the follow up meeting notes which we have from the NTA zoom meeting.</p> <p>After this meeting the next we heard of anything was when we got the brochure in the door from the NTA regarding the Stage 2 of the design process, it was made clear that the front of our property was still to be taken as part of the revised design and also the loss of parking on the corner as stated above, what was now part to the new map for the first time was there is now 7 parking spaces proposed for the back of our property, this is clearly going to be the biggest impact on our house as it looks like it will be public parking and not private parking which is what was discussed in the first place, reason for this is when we purchased this property only 3 years ago the back of the property had a serious problem with dumping of rubbish and anti social behaviour which was raised with the council many times and since then a local property owner has put up gates to stop this from happening (not the owner of the waste land) so we ask that you please consider how you use the land to the back of our property as there is serious concerns for the</p>  | <p>Please see the NTA's response to Issue 3 in this report</p> |

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|                     | <p>privacy and wellbeing of the home owners.<br/>                 Thank you.</p>  |   |
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|                     | <p>but particularly those in the vicinity of Ard-na-Laoi. Residents in that estate will have 2.5km journey from St. Luke's instead of 450m. Traffic will be funnelled up to Dillon's Cross or up Gardener's Hill and then onto St. Christopher's Drive. St. Christopher's Drive is the so called quiet road for the new cycle route. That aspiration will come to nothing with this increased traffic. Additionally these longer car journeys seem counter intuitive to the "green" intention of BusConnects.</p> <p>Our second concern relates to the bus gate at Glen Ave and Ballyhooly Road. Putting this in place will force traffic to Dillon's Cross and up Old Youghal Road to Mayfield. Where will resident's cars on Old Youghal Road between Dillon's Cross and Gordon's Hill be moved to? None of those houses have drives, and there is very little offstreet parking nearby. Proposals to purchase land do not come close to accommodating the space required for the cars on that road. Many residents are also elderly and will not be in a position to walk to a new parking location for their cars.</p> <p>Our third concern also relates to a bus gate, this time located at Gordon's Hill and Ballyhooly Road. Once again, this will force traffic to Dillon's Cross and up Old Youghal Road to Mayfield.</p> <p>Dillon's Cross will become an incredible bottleneck when coupled with the traffic coming from St. Luke's Cross and the second bus gate listed above.</p> <p>Concern number four centres around Colmcille Avenue. The proposed bus gate between Iona Park and North Ring Road, along Old Youghal Road, will force traffic along Colmcille Avenue and Iona Park - increasing traffic right alongside the newly proposed cycle lanes. The proposal outlines that residential access will be maintained on Old Youghal Road during bus gate hours, but how is this to be policed? Let's inject a dose of reality here, anyone who wishes to enter the bus gate during those hours can do so under the pretense of accessing one of the estates adjacent to Old Youghal Road. That bus gate is unworkable. Even if it were to be adequately enforced, all you're doing is pushing traffic down narrower residential streets parallel to Old Youghal Road, streets whose residents are not used to such traffic volumes.</p> <p>The proposed cycle lanes on Colmcille Avenue run across the end of Iona Road - an extremely busy road at school drop off and pick up times due to the school at the Tank Filed. This junction has been the scene of several accidents over the years, and an accident with a cyclist is inevitable with parent's and kids rushing to or leaving from school.</p> <p>The creation of these cycle lanes will also destroy many established, mature trees, and narrow the footpath to a significant degree. Do planners really expect to put additional bus stops on this road, and then have a narrow footpath for passengers to alight to?</p> <p>The only merit we were able to find in the entire STC-B proposal was closing York Hill to car traffic.</p> <p>It is clear the proposal for the Mayfield to City route is ill conceived, disrespectful to local residents and ignores common sense. Not to mention ignoring the physical width of some roads.</p> <p>It will cause significant disruption if implemented in its current form and the construction of it will be equally disruptive.</p> <p>We do not believe it should not proceed in it's current form.</p> <p>Joe and Anne Nolan</p> |   |
| <p>NTA-C14-1262</p> | <p>I wish to express my support to BusConnects in general and want to voice opposition to any further watering down of the plans. I believe the project should go further in the reduction of on street private car storage in particular as this will have the biggest impact on how reliable the bus service will be.</p> <p>With that said the removal of the proposed cyclelanes on Summerhill and Wellington road in the first proposal in favour of maintaining the existing private car storage was particularly disappointing and I don't see how Busconnects can still achieve its goals on this transport corridor through this change.</p> <p>The level of private car usage in the city today is simply not sustainable and the traffic congestion today is already unbearable. People are simply not thinking and can't comprehend what the city will look like in 2040 when the population is projected to rise by 50-60% per CMATS! Reducing private car usage is a MUST!</p> <p>The scaremongering and hysteria from some city councillors in particular shows a complete ignorance of how car dependent we are in the city and the problems that this has caused: Time wasted in traffic, Air pollution, Injuries/deaths due to collisions, contributing to</p>   | <p>Please see the NTA's response to Issue 19 in this report</p> |

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|              | <p>obesity. This is not to mention the climate crisis of which the private car is one of the biggest contributors!<br/>Busconnects has the potential to be transformational to the city in how we travel. No further watering down of the plans!</p>   |  |
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| NTA-C14-1264 | <p>I am happy that the plans have be revised and welcome the proposed traffic calming measures. However I am disappointed that parking spaces will be lost. As a long term resident of Wellington Road it is difficult to get a space now so it will be impossible if the new proposals go ahead. It is very upsetting that residents parking will be lost to facilitate people passing through and can park outside their own homes. Also diverting traffic through the Glen will cause an increase of traffic on Wellington Road as traffic can exit the Glen and onto Old Youghal Road by the prison. The no turn from Summerhill onto Middle Glanmire Road could possibly also add to an increase of traffic on Wellington Road. I cannot understand why a Park and Ride has not been considered. Could there be an increase in school buses as the majority of morning traffic on Wellington Road is school traffic. At present there are school buses being used by educate together in Griffith College on Wellington Road.</p> <p>The congestion in the area is primarily one hour in the morning and the affect these proposals will have on residents of the area is huge.</p> <p>Thank you for the oppportunity to voice my concerns on proposals that will have an impact on the area I live in.</p>   | Please see the NTA's response to Issue 1 in this report  |
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| NTA-C14-1276 | <p>Firstly I commend the NTA in increasing the reliability and frequency of the bus service in Mayfield to give citizens freedom in to choose in how they get around the city be it bus, micromobilty or by car.</p> <p>To keep the reliability and frequency, something needs to be done about the traffic on the old youghal road towards tinkers cross from glanmire as some mornings the traffic is backed up to the barn, could an extra bus lane come in?</p> <p>The bus gates need to be enforced properly such as a camera as motorists seem to not heed to signs such as how Patrick street is been handled right now.</p> <p>If right turns are going to be banned such as St. Luke's cross then it needs to be enforced because at the moment as motorists don't heed to no right turns such as York hill onto summerhill.</p> <p>The cycle lanes been added to colmille avenue would be welcome but I'd recommend not downhill if it keeps the trees. It would be great uphill. At the moment motorists are parking fully on the footpath on this road as seen here: <a href="https://maps.app.goo.gl/BB98gvH4cb3pFRVD7">https://maps.app.goo.gl/BB98gvH4cb3pFRVD7</a> and here: <a href="https://maps.app.goo.gl/daUjZY9US3Cokx5C9">https://maps.app.goo.gl/daUjZY9US3Cokx5C9</a> . So if the cycle lanes are to be added I can see motorists parking in the cycle lanes even with barriers so more enforced and buy in from gardai that people need the freedom to go about their business without using a car.</p> <p>Filtered permeability is welcome in York hill if the proposed quiet route is to be added as it's too dangerous with drivers coming down into York hill from wellington road when you're trying to turn right going up the hill using a bicycle.</p> | Please see the NTA's response to Issue 19 in this report |

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| <p><b>NTA-C14-1276</b></p> | <p>Firstly I commend the NTA in increasing the reliability and frequency of the bus service in Mayfield to give citizens freedom in to choose in how they get around the city be it bus, micromobilty or by car.</p> <p>To keep the reliability and frequency, something needs to be done about the traffic on the old youghal road towards tinkers cross from glanmire as some mornings the traffic is backed up to the barn, could an extra bus lane come in?</p> <p>The bus gates need to be enforced properly such as a camera as motorists seem to not heed to signs such as how Patrick street is been handled right now.</p> <p>If right turns are going to be banned such as St. Luke's cross then it needs to be enforced because at the moment as motorists don't heed to no right turns such as York hill onto summerhill.</p> <p>The cycle lanes been added to colmcille avenue would be welcome but I'd recommend not downhill if it keeps the trees. It would be great uphill. At the moment motorists are parking fully on the footpath on this road as seen here:</p>   | <p>Please see the NTA's response to Issue 20 in this report</p> |



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| NTA-C14-1309            | Bus Connect Sustainable Transport Corridor (STC)   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1309            | Bus Connect Sustainable Transport Corridor (STC)   | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1309            | Bus Connect Sustainable Transport Corridor (STC)   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1309            | Bus Connect Sustainable Transport Corridor (STC)   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1309            | Bus Connect Sustainable Transport Corridor (STC)   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1309            | Bus Connect Sustainable Transport Corridor (STC)   | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1309_Attachment | Attachment. Summary:<br>Concern regarding the loss of the 208-bus service on Colmcille Avenue/Iona Park as it relied upon by many residents.   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1309_Attachment | Attachment. Summary:<br>Concern regarding the bus gates on Old Youghal Road outbound and Tinker's Cross inbound which are will increase the flow of traffic on to an already busy road (Colmcille Avenue/Iona Park).   | Please see the NTA's response to Issue 7 in this report  |



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| NTA-C14-1309_Attachment | Attachment. Summary:<br>Concern regarding the loss of on-street parking on Colmcille Avenue/Iona Park as there are a lot of elderly residents who cannot walk long distances.  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1309_Attachment | Attachment. Summary:<br>Objection to the removal of trees along one side of Colmcille Avenue.  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1309_Attachment | Attachment. Summary:<br>Concern regarding the narrowing of footpaths at Colmcille Avenue/ Iona Park as it would impact on their daily use and on the residents of the area   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1309_Attachment | Attachment. Summary:<br>Concern regarding the removal of speed ramps as it will increase speeding and be a danger to those crossing the road.  | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1311            | <p>I wish to note my significant concerns in relation to the poorly thought out plans for a bus corrido/gates, cycle lanes and general plan to change the road and pedestrian layout from as part of the Mayfield to City Sustainable Traffic corridor.</p> <p>I am also concerned that the recent Busconnects YouTube video briefly shows an unproposed bus gate between Dillons Cross and Gordon's Hill, along the Ballyhooley Road, therefore the proposal does not permit appropriate scrutiny and raises major concerns that the full plan has not been made known for public engagement.</p> <p>My concerns in relation to the bus gates are as follows:</p> <ol style="list-style-type: none"> <li>1. Financial implications: The cost of implementing these proposed bus gates will result in a significant expense for taxpayers. The plan fails to justify such enormous expenses, particularly when the effectiveness of the proposed measures has not been fully evaluated.</li> <li>2. Traffic impact: The proposed bus gates are expected to create additional traffic as motorists are forced to take alternative routes. This will significantly impact urban sprawl and could also affect emergency service vehicles, leading to slower response times in emergency situations.</li> <li>3. Public transport issues: The proposed bus gates may lead to further congestion on public transport routes and even impede the efficient operation of our public transport systems. It is important that all routes are reviewed and examined to ensure smooth traffic flow before any radical changes are made.</li> <li>4. Environmental impact: The addition of these new bus gates is likely to result in a rise in CO2 emissions, leading to increased carbon footprints, as road users will use less environmentally favourable routes as alternatives, due to the closure of the local national roads, namely the Old Youghal Road and Ballyhooley Road through certain parts of the day. This goes against our current efforts to reduce carbon emissions and move towards a more environmentally-friendly society.</li> <li>5. Planning and consultation: The proposals have not been put to sufficient consultation or scrutiny, as highlighted in paragraph two above, nor have they been adequately planned for the needs and requirements of our citizens. It is imperative that we all work together to ensure that any changes made are in the best interest of our community.</li> </ol> <p>My consideration of the impact of the cycle lanes are as follows:</p> <p>Cycle lanes have become increasingly popular in many cities across the world as a means to promote cycling as a sustainable and healthy form of transportation. While cycle lanes have been lauded for their positive effects on reducing traffic congestion and improving air quality, they may also have unintended negative effects on the community, particularly on the elderly and those with disabilities. None more so than the impact upon our elderly residents throughout the impacted route, especially on Colmcille Avenue. I am concerned in relation to the installation of the proposed cycle lanes as they will reduce footpath size, reduce access to driveways, and reduce residents' on-street parking. These objections are grounded in the following five basic principals:</p> <ol style="list-style-type: none"> <li>1. Safety Concerns: While cycle lanes are designed to improve safety for cyclists, they may increase safety risks for pedestrians. As footpath sizes are reduced, pedestrians may be forced to walk on the cycle lanes, placing them in danger of collisions with cyclists.</li> </ol> | Please see the NTA's response to Issue 2 in this report  |

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|                            | <p>This is particularly dangerous for the elderly and those with disabilities who may have difficulty moving quickly or getting out of the way of fast-moving cyclists.</p> <p>2. Reduced Access to Driveways: Cycle lanes that reduce access to driveways may create significant problems for residents who need to access their homes by car. This can create difficulties for the elderly and those with disabilities who may have physical limitations that make it difficult for them to walk long distances.</p> <p>3. Reduced Residences on Street Parking: The installation of cycle lanes may also reduce residents on-street parking, which can create additional difficulties for the elderly and those with disabilities who may rely on on-street parking to access essential services and amenities in the area.</p> <p>4. Negative Impact on Local Businesses: Cycle lanes may also have a negative impact on local businesses, particularly those that rely on on-street parking to attract customers, such as restaurants and shops. This can have a detrimental effect on the local economy, creating further hardships for vulnerable community members.</p> <p>5. Impact on Disability Service Centre: The reduction in footpath size will also have a significant impact on the large disability service centre in the area. The disability service centre, established in our area for over 60 years provides essential services to individuals with disabilities, many of whom have significant mobility requirements and use power-wheelchairs, their access and integration within our community will be significantly impacted by the installation of cycle lanes which will reduce their footpath access.</p> <p>In conclusion, while cycle lanes may have positive effects on traffic congestion and air pollution, their installation may result in unintended negative consequences for the community. These consequences include reduced footpath size, reduced access to driveways, reduced parking availability and negative impacts on local businesses. Furthermore, the elderly and those with disabilities who use the large disability service centre in the area will be disproportionately impacted by the installation of cycle lanes. I respectfully request that these concerns are reviewed and addressed before any final decision is made.</p> <p>Finally, in the absence of the much need North Ring Road, no proposed road developments should be considered for the Mayfield, Ballyvolane and Blackpool areas. Now is not the time to plan this City to Mayfield and City to Blackpool Traffic Corridor, routes until the hundreds of thousands of cars, SUVs, vans, LGV and HGVs are taken out of our area. I also remain deeply concerned about the non-disclosure of the City to Ballyvolane route, which is merely touched upon in the proposals.</p> <p>I therefore strongly oppose the proposed bus gates, cycle lanes and the entirety of the proposed Mayfield to City Sustainable Traffic Corridor Route and urge the local and national authorities to reconsider, giving due regard to my concerns noted above, and actively seek the views of all its stakeholders before reaching any final decision</p> |  |
| <p><b>NTA-C14-1311</b></p> | <p>I wish to note my significant concerns in relation to the poorly thought out plans for a bus corrido/gates, cycle lanes and general plan to change the road and pedestrian layout from as part of the Mayfield to City Sustainable Traffic corridor.</p> <p>I am also concerned that the recent Busconnects YouTube video briefly shows an unproposed bus gate between Dillons Cross and Gordon's Hill, along the Ballyhooley Road, therefore the proposal does not permit appropriate scrutiny and raises major concerns that the full plan has not been made known for public engagement.</p> <p>My concerns in relation to the bus gates are as follows:</p> <p>1. Financial implications: The cost of implementing these proposed bus gates will result in a significant expense for taxpayers. The plan fails to justify such enormous expenses, particularly when the effectiveness of the proposed measures has not been fully evaluated.</p> <p>2. Traffic impact: The proposed bus gates are expected to create additional traffic as motorists are forced to take alternative routes. This will significantly impact urban sprawl and could also affect emergency service vehicles, leading to slower response times in emergency situations.</p> <p>3. Public transport issues: The proposed bus gates may lead to further congestion on public transport routes and even impede the efficient operation of our public transport systems. It is important that all routes are reviewed and examined to ensure smooth traffic flow before any radical changes are made.</p> <p>4. Environmental impact: The addition of these new bus gates is likely to result in a rise in CO2 emissions, leading to increased carbon</p>   | <p>Please see the NTA's response to Issue 6 in this report</p> |

footprints, as road users will use less environmentally favourable routes as alternatives, due to the closure of the local national roads, namely the Old Youghal Road and Ballyhooley Road through certain parts of the day. This goes against our current efforts to reduce carbon emissions and move towards a more environmentally-friendly society.

5. Planning and consultation: The proposals have not been put to sufficient consultation or scrutiny, as highlighted in paragraph two above, nor have they been adequately planned for the needs and requirements of our citizens. It is imperative that we all work together to ensure that any changes made are in the best interest of our community.

My consideration of the impact of the cycle lanes are as follows:

Cycle lanes have become increasingly popular in many cities across the world as a means to promote cycling as a sustainable and healthy form of transportation. While cycle lanes have been lauded for their positive effects on reducing traffic congestion and improving air quality, they may also have unintended negative effects on the community, particularly on the elderly and those with disabilities. None more so than the impact upon our elderly residents throughout the impacted route, especially on Colmcille Avenue. I am concerned in relation to the installation of the proposed cycle lanes as they will reduce footpath size, reduce access to driveways, and reduce residents' on-street parking. These objections are grounded in the following five basic principals:

1. Safety Concerns: While cycle lanes are designed to improve safety for cyclists, they may increase safety risks for pedestrians. As footpath sizes are reduced, pedestrians may be forced to walk on the cycle lanes, placing them in danger of collisions with cyclists. This is particularly dangerous for the elderly and those with disabilities who may have difficulty moving quickly or getting out of the way of fast-moving cyclists.
2. Reduced Access to Driveways: Cycle lanes that reduce access to driveways may create significant problems for residents who need to access their homes by car. This can create difficulties for the elderly and those with disabilities who may have physical limitations that make it difficult for them to walk long distances.
3. Reduced Residences on Street Parking: The installation of cycle lanes may also reduce residents on-street parking, which can create additional difficulties for the elderly and those with disabilities who may rely on on-street parking to access essential services and amenities in the area.
4. Negative Impact on Local Businesses: Cycle lanes may also have a negative impact on local businesses, particularly those that rely on on-street parking to attract customers, such as restaurants and shops. This can have a detrimental effect on the local economy, creating further hardships for vulnerable community members.
5. Impact on Disability Service Centre: The reduction in footpath size will also have a significant impact on the large disability service centre in the area. The disability service centre, established in our area for over 60 years provides essential services to individuals with disabilities, many of whom have significant mobility requirements and use power-wheelchairs, their access and integration within our community will be significantly impacted by the installation of cycle lanes which will reduce their footpath access.

In conclusion, while cycle lanes may have positive effects on traffic congestion and air pollution, their installation may result in unintended negative consequences for the community. These consequences include reduced footpath size, reduced access to driveways, reduced parking availability and negative impacts on local businesses. Furthermore, the elderly and those with disabilities who use the large disability service centre in the area will be disproportionately impacted by the installation of cycle lanes. I respectfully request that these concerns are reviewed and addressed before any final decision is made.

Finally, in the absence of the much need North Ring Road, no proposed road developments should be considered for the Mayfield, Ballyvolane and Blackpool areas. Now is not the time to plan this City to Mayfield and City to Blackpool Traffic Corridor, routes until the hundreds of thousands of cars, SUVs, vans, LGV and HGVs are taken out of our area. I also remain deeply concerned about the non-disclosure of the City to Ballyvolane route, which is merely touched upon in the proposals.

I therefore strongly oppose the proposed bus gates, cycle lanes and the entirety of the proposed Mayfield to City Sustainable Traffic Corridor Route and urge the local and national authorities to reconsider, giving due regard to my concerns noted above, and actively seek the views of all its stakeholders before reaching any final decision

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| <p>NTA-C14-1311</p> | <p>I wish to note my significant concerns in relation to the poorly thought out plans for a bus corrido/gates, cycle lanes and general plan to change the road and pedestrian layout from as part of the Mayfield to City Sustainable Traffic corridor.</p> <p>I am also concerned that the recent Busconnects YouTube video briefly shows an unproposed bus gate between Dillons Cross and Gordon's Hill, along the Ballyhooley Road, therefore the proposal does not permit appropriate scrutiny and raises major concerns that the full plan has not been made known for public engagement.</p> <p>My concerns in relation to the bus gates are as follows:</p> <ol style="list-style-type: none"> <li>1. Financial implications: The cost of implementing these proposed bus gates will result in a significant expense for taxpayers. The plan fails to justify such enormous expenses, particularly when the effectiveness of the proposed measures has not been fully evaluated.</li> <li>2. Traffic impact: The proposed bus gates are expected to create additional traffic as motorists are forced to take alternative routes. This will significantly impact urban sprawl and could also affect emergency service vehicles, leading to slower response times in emergency situations.</li> <li>3. Public transport issues: The proposed bus gates may lead to further congestion on public transport routes and even impede the efficient operation of our public transport systems. It is important that all routes are reviewed and examined to ensure smooth traffic flow before any radical changes are made.</li> <li>4. Environmental impact: The addition of these new bus gates is likely to result in a rise in CO2 emissions, leading to increased carbon footprints, as road users will use less environmentally favourable routes as alternatives, due to the closure of the local national roads, namely the Old Youghal Road and Ballyhooley Road through certain parts of the day. This goes against our current efforts to reduce carbon emissions and move towards a more environmentally-friendly society.</li> <li>5. Planning and consultation: The proposals have not been put to sufficient consultation or scrutiny, as highlighted in paragraph two above, nor have they been adequately planned for the needs and requirements of our citizens. It is imperative that we all work together to ensure that any changes made are in the best interest of our community.</li> </ol> <p>My consideration of the impact of the cycle lanes are as follows:</p> <p>Cycle lanes have become increasingly popular in many cities across the world as a means to promote cycling as a sustainable and healthy form of transportation. While cycle lanes have been lauded for their positive effects on reducing traffic congestion and improving air quality, they may also have unintended negative effects on the community, particularly on the elderly and those with disabilities. None more so than the impact upon our elderly residents throughout the impacted route, especially on Colmcille Avenue. I am concerned in relation to the installation of the proposed cycle lanes as they will reduce footpath size, reduce access to driveways, and reduce residents' on-street parking. These objections are grounded in the following five basic principals:</p> <ol style="list-style-type: none"> <li>1. Safety Concerns: While cycle lanes are designed to improve safety for cyclists, they may increase safety risks for pedestrians. As footpath sizes are reduced, pedestrians may be forced to walk on the cycle lanes, placing them in danger of collisions with cyclists. This is particularly dangerous for the elderly and those with disabilities who may have difficulty moving quickly or getting out of the way of fast-moving cyclists.</li> <li>2. Reduced Access to Driveways: Cycle lanes that reduce access to driveways may create significant problems for residents who need to access their homes by car. This can create difficulties for the elderly and those with disabilities who may have physical limitations that make it difficult for them to walk long distances.</li> <li>3. Reduced Residences on Street Parking: The installation of cycle lanes may also reduce residents on-street parking, which can create additional difficulties for the elderly and those with disabilities who may rely on on-street parking to access essential services and amenities in the area.</li> <li>4. Negative Impact on Local Businesses: Cycle lanes may also have a negative impact on local businesses, particularly those that rely on on-street parking to attract customers, such as restaurants and shops. This can have a detrimental effect on the local economy, creating further hardships for vulnerable community members.</li> <li>5. Impact on Disability Service Centre: The reduction in footpath size will also have a significant impact on the large disability service</li> </ol> | <p>Please see the NTA's response to Issue 7 in this report</p> |
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|                     | <p>centre in the area. The disability service centre, established in our area for over 60 years provides essential services to individuals with disabilities, many of whom have significant mobility requirements and use power-wheelchairs, their access and integration within our community will be significantly impacted by the installation of cycle lanes which will reduce their footpath access.</p> <p>In conclusion, while cycle lanes may have positive effects on traffic congestion and air pollution, their installation may result in unintended negative consequences for the community. These consequences include reduced footpath size, reduced access to driveways, reduced parking availability and negative impacts on local businesses. Furthermore, the elderly and those with disabilities who use the large disability service centre in the area will be disproportionately impacted by the installation of cycle lanes. I respectfully request that these concerns are reviewed and addressed before any final decision is made.</p> <p>Finally, in the absence of the much need North Ring Road, no proposed road developments should be considered for the Mayfield, Ballyvolane and Blackpool areas. Now is not the time to plan this City to Mayfield and City to Blackpool Traffic Corridor, routes until the hundreds of thousands of cars, SUVs, vans, LGV and HGVs are taken out of our area. I also remain deeply concerned about the non-disclosure of the City to Ballyvolane route, which is merely touched upon in the proposals.</p> <p>I therefore strongly oppose the proposed bus gates, cycle lanes and the entirety of the proposed Mayfield to City Sustainable Traffic Corridor Route and urge the local and national authorities to reconsider, giving due regard to my concerns noted above, and actively seek the views of all its stakeholders before reaching any final decision</p>   |  |
| <p>NTA-C14-1311</p> | <p>I wish to note my significant concerns in relation to the poorly thought out plans for a bus corrido/gates, cycle lanes and general plan to change the road and pedestrian layout from as part of the Mayfield to City Sustainable Traffic corridor.</p> <p>I am also concerned that the recent Busconnects YouTube video briefly shows an unproposed bus gate between Dillons Cross and Gordon's Hill, along the Ballyhooley Road, therefore the proposal does not permit appropriate scrutiny and raises major concerns that the full plan has not been made known for public engagement.</p> <p>My concerns in relation to the bus gates are as follows:</p> <ol style="list-style-type: none"> <li>1. Financial implications: The cost of implementing these proposed bus gates will result in a significant expense for taxpayers. The plan fails to justify such enormous expenses, particularly when the effectiveness of the proposed measures has not been fully evaluated.</li> <li>2. Traffic impact: The proposed bus gates are expected to create additional traffic as motorists are forced to take alternative routes. This will significantly impact urban sprawl and could also affect emergency service vehicles, leading to slower response times in emergency situations.</li> <li>3. Public transport issues: The proposed bus gates may lead to further congestion on public transport routes and even impede the efficient operation of our public transport systems. It is important that all routes are reviewed and examined to ensure smooth traffic flow before any radical changes are made.</li> <li>4. Environmental impact: The addition of these new bus gates is likely to result in a rise in CO2 emissions, leading to increased carbon footprints, as road users will use less environmentally favourable routes as alternatives, due to the closure of the local national roads, namely the Old Youghal Road and Ballyhooley Road through certain parts of the day. This goes against our current efforts to reduce carbon emissions and move towards a more environmentally-friendly society.</li> <li>5. Planning and consultation: The proposals have not been put to sufficient consultation or scrutiny, as highlighted in paragraph two above, nor have they been adequately planned for the needs and requirements of our citizens. It is imperative that we all work together to ensure that any changes made are in the best interest of our community.</li> </ol> <p>My consideration of the impact of the cycle lanes are as follows:</p> <p>Cycle lanes have become increasingly popular in many cities across the world as a means to promote cycling as a sustainable and healthy form of transportation. While cycle lanes have been lauded for their positive effects on reducing traffic congestion and improving air quality, they may also have unintended negative effects on the community, particularly on the elderly and those with disabilities. None more so than the impact upon our elderly residents throughout the impacted route, especially on Colmcille Avenue. I am concerned in relation to the installation of the proposed cycle lanes as they will reduce footpath size, reduce access to driveways,</p> | <p>Please see the NTA's response to Issue 9 in this report</p> |

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|                            | <p>and reduce residents' on-street parking. These objections are grounded in the following five basic principals:</p> <ol style="list-style-type: none"> <li>1. Safety Concerns: While cycle lanes are designed to improve safety for cyclists, they may increase safety risks for pedestrians. As footpath sizes are reduced, pedestrians may be forced to walk on the cycle lanes, placing them in danger of collisions with cyclists. This is particularly dangerous for the elderly and those with disabilities who may have difficulty moving quickly or getting out of the way of fast-moving cyclists.</li> <li>2. Reduced Access to Driveways: Cycle lanes that reduce access to driveways may create significant problems for residents who need to access their homes by car. This can create difficulties for the elderly and those with disabilities who may have physical limitations that make it difficult for them to walk long distances.</li> <li>3. Reduced Residences on Street Parking: The installation of cycle lanes may also reduce residents on-street parking, which can create additional difficulties for the elderly and those with disabilities who may rely on on-street parking to access essential services and amenities in the area.</li> <li>4. Negative Impact on Local Businesses: Cycle lanes may also have a negative impact on local businesses, particularly those that rely on on-street parking to attract customers, such as restaurants and shops. This can have a detrimental effect on the local economy, creating further hardships for vulnerable community members.</li> <li>5. Impact on Disability Service Centre: The reduction in footpath size will also have a significant impact on the large disability service centre in the area. The disability service centre, established in our area for over 60 years provides essential services to individuals with disabilities, many of whom have significant mobility requirements and use power-wheelchairs, their access and integration within our community will be significantly impacted by the installation of cycle lanes which will reduce their footpath access.</li> </ol> <p>In conclusion, while cycle lanes may have positive effects on traffic congestion and air pollution, their installation may result in unintended negative consequences for the community. These consequences include reduced footpath size, reduced access to driveways, reduced parking availability and negative impacts on local businesses. Furthermore, the elderly and those with disabilities who use the large disability service centre in the area will be disproportionately impacted by the installation of cycle lanes. I respectfully request that these concerns are reviewed and addressed before any final decision is made.</p> <p>Finally, in the absence of the much need North Ring Road, no proposed road developments should be considered for the Mayfield, Ballyvolane and Blackpool areas. Now is not the time to plan this City to Mayfield and City to Blackpool Traffic Corridor, routes until the hundreds of thousands of cars, SUVs, vans, LGV and HGVs are taken out of our area. I also remain deeply concerned about the non-disclosure of the City to Ballyvolane route, which is merely touched upon in the proposals.</p> <p>I therefore strongly oppose the proposed bus gates, cycle lanes and the entirety of the proposed Mayfield to City Sustainable Traffic Corridor Route and urge the local and national authorities to reconsider, giving due regard to my concerns noted above, and actively seek the views of all its stakeholders before reaching any final decision</p> |  |
| <p><b>NTA-C14-1311</b></p> | <p>I wish to note my significant concerns in relation to the poorly thought out plans for a bus corrido/gates, cycle lanes and general plan to change the road and pedestrian layout from as part of the Mayfield to City Sustainable Traffic corridor.</p> <p>I am also concerned that the recent Busconnects YouTube video briefly shows an unproposed bus gate between Dillons Cross and Gordon's Hill, along the Ballyhooley Road, therefore the proposal does not permit appropriate scrutiny and raises major concerns that the full plan has not been made known for public engagement.</p> <p>My concerns in relation to the bus gates are as follows:</p> <ol style="list-style-type: none"> <li>1. Financial implications: The cost of implementing these proposed bus gates will result in a significant expense for taxpayers. The plan fails to justify such enormous expenses, particularly when the effectiveness of the proposed measures has not been fully evaluated.</li> <li>2. Traffic impact: The proposed bus gates are expected to create additional traffic as motorists are forced to take alternative routes. This will significantly impact urban sprawl and could also affect emergency service vehicles, leading to slower response times in emergency situations.</li> <li>3. Public transport issues: The proposed bus gates may lead to further congestion on public transport routes and even impede the</li> </ol>   | <p>Please see the NTA's response to Issue 1 in this report</p> |



efficient operation of our public transport systems. It is important that all routes are reviewed and examined to ensure smooth traffic flow before any radical changes are made.

4. Environmental impact: The addition of these new bus gates is likely to result in a rise in CO2 emissions, leading to increased carbon footprints, as road users will use less environmentally favourable routes as alternatives, due to the closure of the local national roads, namely the Old Youghal Road and Ballyhooley Road through certain parts of the day. This goes against our current efforts to reduce carbon emissions and move towards a more environmentally-friendly society.

5. Planning and consultation: The proposals have not been put to sufficient consultation or scrutiny, as highlighted in paragraph two above, nor have they been adequately planned for the needs and requirements of our citizens. It is imperative that we all work together to ensure that any changes made are in the best interest of our community.

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4. Negative Impact on Local Businesses: Cycle lanes may also have a negative impact on local businesses, particularly those that rely on on-street parking to attract customers, such as restaurants and shops. This can have a detrimental effect on the local economy, creating further hardships for vulnerable community members.
5. Impact on Disability Service Centre: The reduction in footpath size will also have a significant impact on the large disability service centre in the area. The disability service centre, established in our area for over 60 years provides essential services to individuals with disabilities, many of whom have significant mobility requirements and use power-wheelchairs, their access and integration within our community will be significantly impacted by the installation of cycle lanes which will reduce their footpath access.

In conclusion, while cycle lanes may have positive effects on traffic congestion and air pollution, their installation may result in unintended negative consequences for the community. These consequences include reduced footpath size, reduced access to driveways, reduced parking availability and negative impacts on local businesses. Furthermore, the elderly and those with disabilities who use the large disability service centre in the area will be disproportionately impacted by the installation of cycle lanes. I respectfully request that these concerns are reviewed and addressed before any final decision is made.

Finally, in the absence of the much need North Ring Road, no proposed road developments should be considered for the Mayfield, Ballyvolane and Blackpool areas. Now is not the time to plan this City to Mayfield and City to Blackpool Traffic Corridor, routes until the hundreds of thousands of cars, SUVs, vans, LGV and HGVs are taken out of our area. I also remain deeply concerned about the non-disclosure of the City to Ballyvolane route, which is merely touched upon in the proposals.

I therefore strongly oppose the proposed bus gates, cycle lanes and the entirety of the proposed Mayfield to City Sustainable Traffic



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|                     | <p>Corridor Route and urge the local and national authorities to reconsider, giving due regard to my concerns noted above, and actively seek the views of all its stakeholders before reaching any final decision</p>   |   |
| <p>NTA-C14-1311</p> | <p>I wish to note my significant concerns in relation to the poorly thought out plans for a bus corrido/gates, cycle lanes and general plan to change the road and pedestrian layout from as part of the Mayfield to City Sustainable Traffic corridor.</p> <p>I am also concerned that the recent Busconnects YouTube video briefly shows an unproposed bus gate between Dillons Cross and Gordon's Hill, along the Ballyhooley Road, therefore the proposal does not permit appropriate scrutiny and raises major concerns that the full plan has not been made known for public engagement.</p> <p>My concerns in relation to the bus gates are as follows:</p> <ol style="list-style-type: none"> <li>1. Financial implications: The cost of implementing these proposed bus gates will result in a significant expense for taxpayers. The plan fails to justify such enormous expenses, particularly when the effectiveness of the proposed measures has not been fully evaluated.</li> <li>2. Traffic impact: The proposed bus gates are expected to create additional traffic as motorists are forced to take alternative routes. This will significantly impact urban sprawl and could also affect emergency service vehicles, leading to slower response times in emergency situations.</li> <li>3. Public transport issues: The proposed bus gates may lead to further congestion on public transport routes and even impede the efficient operation of our public transport systems. It is important that all routes are reviewed and examined to ensure smooth traffic flow before any radical changes are made.</li> <li>4. Environmental impact: The addition of these new bus gates is likely to result in a rise in CO2 emissions, leading to increased carbon footprints, as road users will use less environmentally favourable routes as alternatives, due to the closure of the local national roads, namely the Old Youghal Road and Ballyhooley Road through certain parts of the day. This goes against our current efforts to reduce carbon emissions and move towards a more environmentally-friendly society.</li> <li>5. Planning and consultation: The proposals have not been put to sufficient consultation or scrutiny, as highlighted in paragraph two above, nor have they been adequately planned for the needs and requirements of our citizens. It is imperative that we all work together to ensure that any changes made are in the best interest of our community.</li> </ol> <p>My consideration of the impact of the cycle lanes are as follows:</p> <p>Cycle lanes have become increasingly popular in many cities across the world as a means to promote cycling as a sustainable and healthy form of transportation. While cycle lanes have been lauded for their positive effects on reducing traffic congestion and improving air quality, they may also have unintended negative effects on the community, particularly on the elderly and those with disabilities. None more so than the impact upon our elderly residents throughout the impacted route, especially on Colmcille Avenue. I am concerned in relation to the installation of the proposed cycle lanes as they will reduce footpath size, reduce access to driveways, and reduce residents' on-street parking. These objections are grounded in the following five basic principals:</p> <ol style="list-style-type: none"> <li>1. Safety Concerns: While cycle lanes are designed to improve safety for cyclists, they may increase safety risks for pedestrians. As footpath sizes are reduced, pedestrians may be forced to walk on the cycle lanes, placing them in danger of collisions with cyclists. This is particularly dangerous for the elderly and those with disabilities who may have difficulty moving quickly or getting out of the way of fast-moving cyclists.</li> <li>2. Reduced Access to Driveways: Cycle lanes that reduce access to driveways may create significant problems for residents who need to access their homes by car. This can create difficulties for the elderly and those with disabilities who may have physical limitations that make it difficult for them to walk long distances.</li> <li>3. Reduced Residences on Street Parking: The installation of cycle lanes may also reduce residents on-street parking, which can create additional difficulties for the elderly and those with disabilities who may rely on on-street parking to access essential services and amenities in the area.</li> <li>4. Negative Impact on Local Businesses: Cycle lanes may also have a negative impact on local businesses, particularly those that rely</li> </ol> | <p>Please see the NTA's response to Issue 10 in this report</p> |

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|                            | <p>on on-street parking to attract customers, such as restaurants and shops. This can have a detrimental effect on the local economy, creating further hardships for vulnerable community members.</p> <p>5. Impact on Disability Service Centre: The reduction in footpath size will also have a significant impact on the large disability service centre in the area. The disability service centre, established in our area for over 60 years provides essential services to individuals with disabilities, many of whom have significant mobility requirements and use power-wheelchairs, their access and integration within our community will be significantly impacted by the installation of cycle lanes which will reduce their footpath access.</p> <p>In conclusion, while cycle lanes may have positive effects on traffic congestion and air pollution, their installation may result in unintended negative consequences for the community. These consequences include reduced footpath size, reduced access to driveways, reduced parking availability and negative impacts on local businesses. Furthermore, the elderly and those with disabilities who use the large disability service centre in the area will be disproportionately impacted by the installation of cycle lanes. I respectfully request that these concerns are reviewed and addressed before any final decision is made.</p> <p>Finally, in the absence of the much need North Ring Road, no proposed road developments should be considered for the Mayfield, Ballyvolane and Blackpool areas. Now is not the time to plan this City to Mayfield and City to Blackpool Traffic Corridor, routes until the hundreds of thousands of cars, SUVs, vans, LGV and HGVs are taken out of our area. I also remain deeply concerned about the non-disclosure of the City to Ballyvolane route, which is merely touched upon in the proposals.</p> <p>I therefore strongly oppose the proposed bus gates, cycle lanes and the entirety of the proposed Mayfield to City Sustainable Traffic Corridor Route and urge the local and national authorities to reconsider, giving due regard to my concerns noted above, and actively seek the views of all its stakeholders before reaching any final decision</p>   |   |
| <p><b>NTA-C14-1311</b></p> | <p>I wish to note my significant concerns in relation to the poorly thought out plans for a bus corrido/gates, cycle lanes and general plan to change the road and pedestrian layout from as part of the Mayfield to City Sustainable Traffic corridor.</p> <p>I am also concerned that the recent Busconnects YouTube video briefly shows an unproposed bus gate between Dillons Cross and Gordon's Hill, along the Ballyhooley Road, therefore the proposal does not permit appropriate scrutiny and raises major concerns that the full plan has not been made known for public engagement.</p> <p>My concerns in relation to the bus gates are as follows:</p> <ol style="list-style-type: none"> <li>1. Financial implications: The cost of implementing these proposed bus gates will result in a significant expense for taxpayers. The plan fails to justify such enormous expenses, particularly when the effectiveness of the proposed measures has not been fully evaluated.</li> <li>2. Traffic impact: The proposed bus gates are expected to create additional traffic as motorists are forced to take alternative routes. This will significantly impact urban sprawl and could also affect emergency service vehicles, leading to slower response times in emergency situations.</li> <li>3. Public transport issues: The proposed bus gates may lead to further congestion on public transport routes and even impede the efficient operation of our public transport systems. It is important that all routes are reviewed and examined to ensure smooth traffic flow before any radical changes are made.</li> <li>4. Environmental impact: The addition of these new bus gates is likely to result in a rise in CO2 emissions, leading to increased carbon footprints, as road users will use less environmentally favourable routes as alternatives, due to the closure of the local national roads, namely the Old Youghal Road and Ballyhooley Road through certain parts of the day. This goes against our current efforts to reduce carbon emissions and move towards a more environmentally-friendly society.</li> <li>5. Planning and consultation: The proposals have not been put to sufficient consultation or scrutiny, as highlighted in paragraph two above, nor have they been adequately planned for the needs and requirements of our citizens. It is imperative that we all work together to ensure that any changes made are in the best interest of our community.</li> </ol> <p>My consideration of the impact of the cycle lanes are as follows:</p> <p>Cycle lanes have become increasingly popular in many cities across the world as a means to promote cycling as a sustainable and healthy form of transportation. While cycle lanes have been lauded for their positive effects on reducing traffic congestion and</p> | <p>Please see the NTA's response to Issue 11 in this report</p> |

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|                     | <p>improving air quality, they may also have unintended negative effects on the community, particularly on the elderly and those with disabilities. None more so than the impact upon our elderly residents throughout the impacted route, especially on Colmcille Avenue. I am concerned in relation to the installation of the proposed cycle lanes as they will reduce footpath size, reduce access to driveways, and reduce residents' on-street parking. These objections are grounded in the following five basic principals:</p> <ol style="list-style-type: none"> <li>1. Safety Concerns: While cycle lanes are designed to improve safety for cyclists, they may increase safety risks for pedestrians. As footpath sizes are reduced, pedestrians may be forced to walk on the cycle lanes, placing them in danger of collisions with cyclists. This is particularly dangerous for the elderly and those with disabilities who may have difficulty moving quickly or getting out of the way of fast-moving cyclists.</li> <li>2. Reduced Access to Driveways: Cycle lanes that reduce access to driveways may create significant problems for residents who need to access their homes by car. This can create difficulties for the elderly and those with disabilities who may have physical limitations that make it difficult for them to walk long distances.</li> <li>3. Reduced Residences on Street Parking: The installation of cycle lanes may also reduce residents on-street parking, which can create additional difficulties for the elderly and those with disabilities who may rely on on-street parking to access essential services and amenities in the area.</li> <li>4. Negative Impact on Local Businesses: Cycle lanes may also have a negative impact on local businesses, particularly those that rely on on-street parking to attract customers, such as restaurants and shops. This can have a detrimental effect on the local economy, creating further hardships for vulnerable community members.</li> <li>5. Impact on Disability Service Centre: The reduction in footpath size will also have a significant impact on the large disability service centre in the area. The disability service centre, established in our area for over 60 years provides essential services to individuals with disabilities, many of whom have significant mobility requirements and use power-wheelchairs, their access and integration within our community will be significantly impacted by the installation of cycle lanes which will reduce their footpath access.</li> </ol> <p>In conclusion, while cycle lanes may have positive effects on traffic congestion and air pollution, their installation may result in unintended negative consequences for the community. These consequences include reduced footpath size, reduced access to driveways, reduced parking availability and negative impacts on local businesses. Furthermore, the elderly and those with disabilities who use the large disability service centre in the area will be disproportionately impacted by the installation of cycle lanes. I respectfully request that these concerns are reviewed and addressed before any final decision is made.</p> <p>Finally, in the absence of the much need North Ring Road, no proposed road developments should be considered for the Mayfield, Ballyvolane and Blackpool areas. Now is not the time to plan this City to Mayfield and City to Blackpool Traffic Corridor, routes until the hundreds of thousands of cars, SUVs, vans, LGV and HGVs are taken out of our area. I also remain deeply concerned about the non-disclosure of the City to Ballyvolane route, which is merely touched upon in the proposals.</p> <p>I therefore strongly oppose the proposed bus gates, cycle lanes and the entirety of the proposed Mayfield to City Sustainable Traffic Corridor Route and urge the local and national authorities to reconsider, giving due regard to my concerns noted above, and actively seek the views of all its stakeholders before reaching any final decision</p> |  |
| <p>NTA-C14-1311</p> | <p>I wish to note my significant concerns in relation to the poorly thought out plans for a bus corrido/gates, cycle lanes and general plan to change the road and pedestrian layout from as part of the Mayfield to City Sustainable Traffic corridor.</p> <p>I am also concerned that the recent Busconnects YouTube video briefly shows an unproposed bus gate between Dillons Cross and Gordon's Hill, along the Ballyhooley Road, therefore the proposal does not permit appropriate scrutiny and raises major concerns that the full plan has not been made known for public engagement.</p> <p>My concerns in relation to the bus gates are as follows:</p> <ol style="list-style-type: none"> <li>1. Financial implications: The cost of implementing these proposed bus gates will result in a significant expense for taxpayers. The plan fails to justify such enormous expenses, particularly when the effectiveness of the proposed measures has not been fully evaluated.</li> <li>2. Traffic impact: The proposed bus gates are expected to create additional traffic as motorists are forced to take alternative routes.</li> </ol>   | <p>Please see the NTA's response to Issue 4 in this report</p> |

This will significantly impact urban sprawl and could also affect emergency service vehicles, leading to slower response times in emergency situations.

3. Public transport issues: The proposed bus gates may lead to further congestion on public transport routes and even impede the efficient operation of our public transport systems. It is important that all routes are reviewed and examined to ensure smooth traffic flow before any radical changes are made.

4. Environmental impact: The addition of these new bus gates is likely to result in a rise in CO2 emissions, leading to increased carbon footprints, as road users will use less environmentally favourable routes as alternatives, due to the closure of the local national roads, namely the Old Youghal Road and Ballyhooley Road through certain parts of the day. This goes against our current efforts to reduce carbon emissions and move towards a more environmentally-friendly society.

5. Planning and consultation: The proposals have not been put to sufficient consultation or scrutiny, as highlighted in paragraph two above, nor have they been adequately planned for the needs and requirements of our citizens. It is imperative that we all work together to ensure that any changes made are in the best interest of our community.

My consideration of the impact of the cycle lanes are as follows:

Cycle lanes have become increasingly popular in many cities across the world as a means to promote cycling as a sustainable and healthy form of transportation. While cycle lanes have been lauded for their positive effects on reducing traffic congestion and improving air quality, they may also have unintended negative effects on the community, particularly on the elderly and those with disabilities. None more so than the impact upon our elderly residents throughout the impacted route, especially on Colmcille Avenue. I am concerned in relation to the installation of the proposed cycle lanes as they will reduce footpath size, reduce access to driveways, and reduce residents' on-street parking. These objections are grounded in the following five basic principals:

1. Safety Concerns: While cycle lanes are designed to improve safety for cyclists, they may increase safety risks for pedestrians. As footpath sizes are reduced, pedestrians may be forced to walk on the cycle lanes, placing them in danger of collisions with cyclists. This is particularly dangerous for the elderly and those with disabilities who may have difficulty moving quickly or getting out of the way of fast-moving cyclists.

2. Reduced Access to Driveways: Cycle lanes that reduce access to driveways may create significant problems for residents who need to access their homes by car. This can create difficulties for the elderly and those with disabilities who may have physical limitations that make it difficult for them to walk long distances.

3. Reduced Residences on Street Parking: The installation of cycle lanes may also reduce residents on-street parking, which can create additional difficulties for the elderly and those with disabilities who may rely on on-street parking to access essential services and amenities in the area.

4. Negative Impact on Local Businesses: Cycle lanes may also have a negative impact on local businesses, particularly those that rely on on-street parking to attract customers, such as restaurants and shops. This can have a detrimental effect on the local economy, creating further hardships for vulnerable community members.

5. Impact on Disability Service Centre: The reduction in footpath size will also have a significant impact on the large disability service centre in the area. The disability service centre, established in our area for over 60 years provides essential services to individuals with disabilities, many of whom have significant mobility requirements and use power-wheelchairs, their access and integration within our community will be significantly impacted by the installation of cycle lanes which will reduce their footpath access.

In conclusion, while cycle lanes may have positive effects on traffic congestion and air pollution, their installation may result in unintended negative consequences for the community. These consequences include reduced footpath size, reduced access to driveways, reduced parking availability and negative impacts on local businesses. Furthermore, the elderly and those with disabilities who use the large disability service centre in the area will be disproportionately impacted by the installation of cycle lanes. I respectfully request that these concerns are reviewed and addressed before any final decision is made.

Finally, in the absence of the much need North Ring Road, no proposed road developments should be considered for the Mayfield, Ballyvolane and Blackpool areas. Now is not the time to plan this City to Mayfield and City to Blackpool Traffic Corridor, routes until

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|                     | <p>the hundreds of thousands of cars, SUVs, vans, LGV and HGVs are taken out of our area. I also remain deeply concerned about the non-disclosure of the City to Ballyvolane route, which is merely touched upon in the proposals.</p> <p>I therefore strongly oppose the proposed bus gates, cycle lanes and the entirety of the proposed Mayfield to City Sustainable Traffic Corridor Route and urge the local and national authorities to reconsider, giving due regard to my concerns noted above, and actively seek the views of all its stakeholders before reaching any final decision</p>  |   |
| <p>NTA-C14-1311</p> | <p>I wish to note my significant concerns in relation to the poorly thought out plans for a bus corrido/gates, cycle lanes and general plan to change the road and pedestrian layout from as part of the Mayfield to City Sustainable Traffic corridor.</p> <p>I am also concerned that the recent Busconnects YouTube video briefly shows an unproposed bus gate between Dillons Cross and Gordon's Hill, along the Ballyhooley Road, therefore the proposal does not permit appropriate scrutiny and raises major concerns that the full plan has not been made known for public engagement.</p> <p>My concerns in relation to the bus gates are as follows:</p> <ol style="list-style-type: none"> <li>1. Financial implications: The cost of implementing these proposed bus gates will result in a significant expense for taxpayers. The plan fails to justify such enormous expenses, particularly when the effectiveness of the proposed measures has not been fully evaluated.</li> <li>2. Traffic impact: The proposed bus gates are expected to create additional traffic as motorists are forced to take alternative routes. This will significantly impact urban sprawl and could also affect emergency service vehicles, leading to slower response times in emergency situations.</li> <li>3. Public transport issues: The proposed bus gates may lead to further congestion on public transport routes and even impede the efficient operation of our public transport systems. It is important that all routes are reviewed and examined to ensure smooth traffic flow before any radical changes are made.</li> <li>4. Environmental impact: The addition of these new bus gates is likely to result in a rise in CO2 emissions, leading to increased carbon footprints, as road users will use less environmentally favourable routes as alternatives, due to the closure of the local national roads, namely the Old Youghal Road and Ballyhooley Road through certain parts of the day. This goes against our current efforts to reduce carbon emissions and move towards a more environmentally-friendly society.</li> <li>5. Planning and consultation: The proposals have not been put to sufficient consultation or scrutiny, as highlighted in paragraph two above, nor have they been adequately planned for the needs and requirements of our citizens. It is imperative that we all work together to ensure that any changes made are in the best interest of our community.</li> </ol> <p>My consideration of the impact of the cycle lanes are as follows:</p> <p>Cycle lanes have become increasingly popular in many cities across the world as a means to promote cycling as a sustainable and healthy form of transportation. While cycle lanes have been lauded for their positive effects on reducing traffic congestion and improving air quality, they may also have unintended negative effects on the community, particularly on the elderly and those with disabilities. None more so than the impact upon our elderly residents throughout the impacted route, especially on Colmcille Avenue. I am concerned in relation to the installation of the proposed cycle lanes as they will reduce footpath size, reduce access to driveways, and reduce residents' on-street parking. These objections are grounded in the following five basic principals:</p> <ol style="list-style-type: none"> <li>1. Safety Concerns: While cycle lanes are designed to improve safety for cyclists, they may increase safety risks for pedestrians. As footpath sizes are reduced, pedestrians may be forced to walk on the cycle lanes, placing them in danger of collisions with cyclists. This is particularly dangerous for the elderly and those with disabilities who may have difficulty moving quickly or getting out of the way of fast-moving cyclists.</li> <li>2. Reduced Access to Driveways: Cycle lanes that reduce access to driveways may create significant problems for residents who need to access their homes by car. This can create difficulties for the elderly and those with disabilities who may have physical limitations that make it difficult for them to walk long distances.</li> <li>3. Reduced Residences on Street Parking: The installation of cycle lanes may also reduce residents on-street parking, which can create additional difficulties for the elderly and those with disabilities who may rely on on-street parking to access essential services and</li> </ol> | <p>Please see the NTA's response to Issue 17 in this report</p> |

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|                     | <p>amenities in the area.</p> <p>4. Negative Impact on Local Businesses: Cycle lanes may also have a negative impact on local businesses, particularly those that rely on on-street parking to attract customers, such as restaurants and shops. This can have a detrimental effect on the local economy, creating further hardships for vulnerable community members.</p> <p>5. Impact on Disability Service Centre: The reduction in footpath size will also have a significant impact on the large disability service centre in the area. The disability service centre, established in our area for over 60 years provides essential services to individuals with disabilities, many of whom have significant mobility requirements and use power-wheelchairs, their access and integration within our community will be significantly impacted by the installation of cycle lanes which will reduce their footpath access.</p> <p>In conclusion, while cycle lanes may have positive effects on traffic congestion and air pollution, their installation may result in unintended negative consequences for the community. These consequences include reduced footpath size, reduced access to driveways, reduced parking availability and negative impacts on local businesses. Furthermore, the elderly and those with disabilities who use the large disability service centre in the area will be disproportionately impacted by the installation of cycle lanes. I respectfully request that these concerns are reviewed and addressed before any final decision is made.</p> <p>Finally, in the absence of the much need North Ring Road, no proposed road developments should be considered for the Mayfield, Ballyvolane and Blackpool areas. Now is not the time to plan this City to Mayfield and City to Blackpool Traffic Corridor, routes until the hundreds of thousands of cars, SUVs, vans, LGV and HGVs are taken out of our area. I also remain deeply concerned about the non-disclosure of the City to Ballyvolane route, which is merely touched upon in the proposals.</p> <p>I therefore strongly oppose the proposed bus gates, cycle lanes and the entirety of the proposed Mayfield to City Sustainable Traffic Corridor Route and urge the local and national authorities to reconsider, giving due regard to my concerns noted above, and actively seek the views of all its stakeholders before reaching any final decision</p>   |   |
| <p>NTA-C14-1311</p> | <p>I wish to note my significant concerns in relation to the poorly thought out plans for a bus corrido/gates, cycle lanes and general plan to change the road and pedestrian layout from as part of the Mayfield to City Sustainable Traffic corridor.</p> <p>I am also concerned that the recent Busconnects YouTube video briefly shows an unproposed bus gate between Dillons Cross and Gordon's Hill, along the Ballyhooley Road, therefore the proposal does not permit appropriate scrutiny and raises major concerns that the full plan has not been made known for public engagement.</p> <p>My concerns in relation to the bus gates are as follows:</p> <ol style="list-style-type: none"> <li>1. Financial implications: The cost of implementing these proposed bus gates will result in a significant expense for taxpayers. The plan fails to justify such enormous expenses, particularly when the effectiveness of the proposed measures has not been fully evaluated.</li> <li>2. Traffic impact: The proposed bus gates are expected to create additional traffic as motorists are forced to take alternative routes. This will significantly impact urban sprawl and could also affect emergency service vehicles, leading to slower response times in emergency situations.</li> <li>3. Public transport issues: The proposed bus gates may lead to further congestion on public transport routes and even impede the efficient operation of our public transport systems. It is important that all routes are reviewed and examined to ensure smooth traffic flow before any radical changes are made.</li> <li>4. Environmental impact: The addition of these new bus gates is likely to result in a rise in CO2 emissions, leading to increased carbon footprints, as road users will use less environmentally favourable routes as alternatives, due to the closure of the local national roads, namely the Old Youghal Road and Ballyhooley Road through certain parts of the day. This goes against our current efforts to reduce carbon emissions and move towards a more environmentally-friendly society.</li> <li>5. Planning and consultation: The proposals have not been put to sufficient consultation or scrutiny, as highlighted in paragraph two above, nor have they been adequately planned for the needs and requirements of our citizens. It is imperative that we all work together to ensure that any changes made are in the best interest of our community.</li> </ol> <p>My consideration of the impact of the cycle lanes are as follows:</p> | <p>Please see the NTA's response to Issue 18 in this report</p> |



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|                     | <p>Cycle lanes have become increasingly popular in many cities across the world as a means to promote cycling as a sustainable and healthy form of transportation. While cycle lanes have been lauded for their positive effects on reducing traffic congestion and improving air quality, they may also have unintended negative effects on the community, particularly on the elderly and those with disabilities. None more so than the impact upon our elderly residents throughout the impacted route, especially on Colmcille Avenue. I am concerned in relation to the installation of the proposed cycle lanes as they will reduce footpath size, reduce access to driveways, and reduce residents' on-street parking. These objections are grounded in the following five basic principals:</p> <ol style="list-style-type: none"> <li>1. Safety Concerns: While cycle lanes are designed to improve safety for cyclists, they may increase safety risks for pedestrians. As footpath sizes are reduced, pedestrians may be forced to walk on the cycle lanes, placing them in danger of collisions with cyclists. This is particularly dangerous for the elderly and those with disabilities who may have difficulty moving quickly or getting out of the way of fast-moving cyclists.</li> <li>2. Reduced Access to Driveways: Cycle lanes that reduce access to driveways may create significant problems for residents who need to access their homes by car. This can create difficulties for the elderly and those with disabilities who may have physical limitations that make it difficult for them to walk long distances.</li> <li>3. Reduced Residences on Street Parking: The installation of cycle lanes may also reduce residents on-street parking, which can create additional difficulties for the elderly and those with disabilities who may rely on on-street parking to access essential services and amenities in the area.</li> <li>4. Negative Impact on Local Businesses: Cycle lanes may also have a negative impact on local businesses, particularly those that rely on on-street parking to attract customers, such as restaurants and shops. This can have a detrimental effect on the local economy, creating further hardships for vulnerable community members.</li> <li>5. Impact on Disability Service Centre: The reduction in footpath size will also have a significant impact on the large disability service centre in the area. The disability service centre, established in our area for over 60 years provides essential services to individuals with disabilities, many of whom have significant mobility requirements and use power-wheelchairs, their access and integration within our community will be significantly impacted by the installation of cycle lanes which will reduce their footpath access.</li> </ol> <p>In conclusion, while cycle lanes may have positive effects on traffic congestion and air pollution, their installation may result in unintended negative consequences for the community. These consequences include reduced footpath size, reduced access to driveways, reduced parking availability and negative impacts on local businesses. Furthermore, the elderly and those with disabilities who use the large disability service centre in the area will be disproportionately impacted by the installation of cycle lanes. I respectfully request that these concerns are reviewed and addressed before any final decision is made.</p> <p>Finally, in the absence of the much need North Ring Road, no proposed road developments should be considered for the Mayfield, Ballyvolane and Blackpool areas. Now is not the time to plan this City to Mayfield and City to Blackpool Traffic Corridor, routes until the hundreds of thousands of cars, SUVs, vans, LGV and HGVs are taken out of our area. I also remain deeply concerned about the non-disclosure of the City to Ballyvolane route, which is merely touched upon in the proposals.</p> <p>I therefore strongly oppose the proposed bus gates, cycle lanes and the entirety of the proposed Mayfield to City Sustainable Traffic Corridor Route and urge the local and national authorities to reconsider, giving due regard to my concerns noted above, and actively seek the views of all its stakeholders before reaching any final decision</p> |   |
| <p>NTA-C14-1321</p> | <p>To whom it may concern,<br/>                 I would like to express my concerns about proposed changes in ColmcilleAve/Iona Pk area.</p> <p>*Loss of parking.<br/>                 As I currently am unable to walk due to injury I am totally dependent on driving to my local shop and pharmacy. If I can't park I wouldn't be able to this.</p> <p>*Removal of trees.<br/>                 During recent lockdowns we all depended on what little natural beauty is in our area to preserve our mental health. In plan all trees are to be removed from Colmcille ave.</p>  | <p>Please see the NTA's response to Issue 11 in this report</p> |



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|              | <p>*Reduced footpaths.</p> <p>In my area I regularly see groups of special needs children out walking. It would be very difficult for care givers to manage them on narrow paths.</p> <p>Therese Harnett</p>   |  |
| NTA-C14-1321 | <p>To whom it may concern,</p> <p>I would like to express my concerns about proposed changes in ColmcilleAve/Iona Pk area.</p> <p>*Loss of parking.</p> <p>As I currently am unable to walk due to injury I am totally dependent on driving to my local shop and pharmacy. If I can't park I wouldn't be able to this.</p> <p>*Removal of trees.</p> <p>During recent lockdowns we all depended on what little natural beauty is in our area to preserve our mental health. In plan all trees are to be removed from Colmcille ave.</p> <p>*Reduced footpaths.</p> <p>In my area I regularly see groups of special needs children out walking. It would be very difficult for care givers to manage them on narrow paths.</p> <p>Therese Harnett</p>   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1321 | <p>To whom it may concern,</p> <p>I would like to express my concerns about proposed changes in ColmcilleAve/Iona Pk area.</p> <p>*Loss of parking.</p> <p>As I currently am unable to walk due to injury I am totally dependent on driving to my local shop and pharmacy. If I can't park I wouldn't be able to this.</p> <p>*Removal of trees.</p> <p>During recent lockdowns we all depended on what little natural beauty is in our area to preserve our mental health. In plan all trees are to be removed from Colmcille ave.</p> <p>*Reduced footpaths.</p> <p>In my area I regularly see groups of special needs children out walking. It would be very difficult for care givers to manage them on narrow paths.</p> <p>Therese Harnett</p>   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1322 | <p>Dear Sir/Madam</p> <p>I refer to the public consultation document and would like to strongly object to the proposed revised road layout as per STC B, Mayfield to City.</p> <p>My name is Cormac O'Connor, director of Cormac O'Connor Pork &amp; Bacon Limited, a company that was incorporated in 1988 and started in Boherboy Road, Lotabeg, Mayfield, where we traded for a long number of years.</p> <p>Since 2017 the company has traded from its current premises on Iona Park, where we operate a butchers / shop, café (the only café in Mayfield) and a wholesale business servicing east and west Cork in the main part. We are a major employer in the area, directly supporting twenty-one (21) families, a major contributor to the local economy and the Main Sponsor of Mayfield GAA H&amp;F Club. We also indirectly help support many more families throughout Cork and beyond i.e. those of our suppliers, transport providers, etc. We are blessed to have the support of the wider Mayfield community, with a large number of our customers from Lotabeg remaining loyal to us following our move to Iona Park. Amongst these are customers from Silverheights, Lotabeg, Lotamore and Ashmount, some of whom are elderly and who use the 208 bus to travel to our butchers and café, as well as our neighbouring businesses, arriving on</p> | Please see the NTA's response to Issue 6 in this report  |

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|                            | <p>Old Youghal Road, and returning home from the bus stop opposite Bourke’s pharmacy having done their shopping and had their social outing in our cafe.</p> <p>Within our locality, we have a number of long established organisations that cater for people with various levels of disability. We as a company are delighted that these organisations have become part of our day to day lives, calling to our butchers and café as part of their social skills training programmes and on their daily outings in our community, as well as joining us for work placement experience.</p> <p>As a company we have invested significant funds in our Iona Park property to protect the business into the future, replacing a derelict, vandalised building that was a blight on the landscape, with a modern, high spec business premises, with limited parking, on a key site in Mayfield. Substantial development contributions/levies were paid to Cork City Council as part of the planning process, thereby contributing to funding for the provision of public infrastructure and facilities in the city.</p> <p>However, had we known the BusConnects proposals that lay ahead, we would NOT have undertaken this significant investment. The plan as set out (2 cycle lanes, removing parking etc.) would render it IMPOSSIBLE for the company to continue to trade. We have a significant number of deliveries each day, including arctic trucks which have to park on the road outside our premises. If the on-street parking is removed, as currently proposed, these trucks and some of our other suppliers would be unable to deliver. In addition, the changes would impact on our customers’ ability to access and support the business as we do not have sufficient off-street parking to cater for all, those of our café in particular parking for extended periods of time.</p> <p>Add into the equation the proposed change to the 208 bus, and the removal of the bus stop on Iona Park, and not only will we not be able to cater for customers with parking requirements in excess of the limited number that we provide ourselves, but our customers who currently use public transportation will have to go elsewhere.</p> <p>The ultimate outcome of this scenario, whilst quite simple to explain, would be devastating for our business. NO arctic deliveries means NO wholesale business which in turns means a dramatic decrease in our turnover and the associated loss of jobs. For the avoidance of doubt, if this were to happen, the ongoing viability of our business would be severely threatened. However, if you couple this with a reduction in customers in our butchers / shop and café then the outcome is without question – we will have no option but to CEASE TRADING, with the obvious knock-on effect on our employees, the local economy and the businesses of our suppliers, the loss of a butchers / shop and the only café in Mayfield, the loss of a sponsor for Mayfield GAA H&amp;F club, the loss of a venue for social skills training programmes and for work placements and the ultimate demise of a currently busy and vibrant business premises. As for me, having worked tirelessly since 1988 to build up this business to what it is today, I find it virtually impossible to comprehend how anybody, at any level, could possibly even begin to think that the current proposals could be acceptable. Lines on plans are easily drawn but can have a devastating impact on people and businesses in real life.</p> <p>Whilst the aim of BusConnects Cork is to be welcomed, it cannot come at such a huge cost to private business and communities. It is imperative that the current plans for Iona Park and Colmcille Avenue are shelved and new plans developed in conjunction with, and with the approval of, local businesses and residents.</p> |  |
| <p><b>NTA-C14-1322</b></p> | <p>Dear Sir/Madam</p> <p>I refer to the public consultation document and would like to strongly object to the proposed revised road layout as per STC B, Mayfield to City.</p> <p>My name is Cormac O’Connor, director of Cormac O’Connor Pork &amp; Bacon Limited, a company that was incorporated in 1988 and started in Boherboy Road, Lotabeg, Mayfield, where we traded for a long number of years.</p> <p>Since 2017 the company has traded from its current premises on Iona Park, where we operate a butchers / shop, café (the only café in Mayfield) and a wholesale business servicing east and west Cork in the main part. We are a major employer in the area, directly supporting twenty-one (21) families, a major contributor to the local economy and the Main Sponsor of Mayfield GAA H&amp;F Club. We also indirectly help support many more families throughout Cork and beyond i.e. those of our suppliers, transport providers, etc. We are blessed to have the support of the wider Mayfield community, with a large number of our customers from Lotabeg remaining loyal to us following our move to Iona Park. Amongst these are customers from Silverheights, Lotabeg, Lotamore and Ashmount, some</p>   | <p>Please see the NTA's response to Issue 5 in this report</p> |

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|                     | <p>of whom are elderly and who use the 208 bus to travel to our butchers and café, as well as our neighbouring businesses, arriving on Old Youghal Road, and returning home from the bus stop opposite Bourke’s pharmacy having done their shopping and had their social outing in our cafe.</p> <p>Within our locality, we have a number of long established organisations that cater for people with various levels of disability. We as a company are delighted that these organisations have become part of our day to day lives, calling to our butchers and café as part of their social skills training programmes and on their daily outings in our community, as well as joining us for work placement experience.</p> <p>As a company we have invested significant funds in our Iona Park property to protect the business into the future, replacing a derelict, vandalised building that was a blight on the landscape, with a modern, high spec business premises, with limited parking, on a key site in Mayfield. Substantial development contributions/levies were paid to Cork City Council as part of the planning process, thereby contributing to funding for the provision of public infrastructure and facilities in the city.</p> <p>However, had we known the BusConnects proposals that lay ahead, we would NOT have undertaken this significant investment. The plan as set out (2 cycle lanes, removing parking etc.) would render it IMPOSSIBLE for the company to continue to trade. We have a significant number of deliveries each day, including arctic trucks which have to park on the road outside our premises. If the on-street parking is removed, as currently proposed, these trucks and some of our other suppliers would be unable to deliver. In addition, the changes would impact on our customers’ ability to access and support the business as we do not have sufficient off-street parking to cater for all, those of our café in particular parking for extended periods of time.</p> <p>Add into the equation the proposed change to the 208 bus, and the removal of the bus stop on Iona Park, and not only will we not be able to cater for customers with parking requirements in excess of the limited number that we provide ourselves, but our customers who currently use public transportation will have to go elsewhere.</p> <p>The ultimate outcome of this scenario, whilst quite simple to explain, would be devastating for our business. NO arctic deliveries means NO wholesale business which in turns means a dramatic decrease in our turnover and the associated loss of jobs. For the avoidance of doubt, if this were to happen, the ongoing viability of our business would be severely threatened. However, if you couple this with a reduction in customers in our butchers / shop and café then the outcome is without question – we will have no option but to CEASE TRADING, with the obvious knock-on effect on our employees, the local economy and the businesses of our suppliers, the loss of a butchers / shop and the only café in Mayfield, the loss of a sponsor for Mayfield GAA H&amp;F club, the loss of a venue for social skills training programmes and for work placements and the ultimate demise of a currently busy and vibrant business premises. As for me, having worked tirelessly since 1988 to build up this business to what it is today, I find it virtually impossible to comprehend how anybody, at any level, could possibly even begin to think that the current proposals could be acceptable. Lines on plans are easily drawn but can have a devastating impact on people and businesses in real life.</p> <p>Whilst the aim of BusConnects Cork is to be welcomed, it cannot come at such a huge cost to private business and communities. It is imperative that the current plans for Iona Park and Colmcille Avenue are shelved and new plans developed in conjunction with, and with the approval of, local businesses and residents.</p> |   |
| <p>NTA-C14-1322</p> | <p>Dear Sir/Madam</p> <p>I refer to the public consultation document and would like to strongly object to the proposed revised road layout as per STC B, Mayfield to City.</p> <p>My name is Cormac O’Connor, director of Cormac O’Connor Pork &amp; Bacon Limited, a company that was incorporated in 1988 and started in Boherboy Road, Lotabeg, Mayfield, where we traded for a long number of years.</p> <p>Since 2017 the company has traded from its current premises on Iona Park, where we operate a butchers / shop, café (the only café in Mayfield) and a wholesale business servicing east and west Cork in the main part. We are a major employer in the area, directly supporting twenty-one (21) families, a major contributor to the local economy and the Main Sponsor of Mayfield GAA H&amp;F Club. We also indirectly help support many more families throughout Cork and beyond i.e. those of our suppliers, transport providers, etc. We are blessed to have the support of the wider Mayfield community, with a large number of our customers from Lotabeg remaining</p>   | <p>Please see the NTA’s response to Issue 12 in this report</p> |

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|                            | <p>loyal to us following our move to Iona Park. Amongst these are customers from Silverheights, Lotabeg, Lotamore and Ashmount, some of whom are elderly and who use the 208 bus to travel to our butchers and café, as well as our neighbouring businesses, arriving on Old Youghal Road, and returning home from the bus stop opposite Bourke's pharmacy having done their shopping and had their social outing in our cafe.</p> <p>Within our locality, we have a number of long established organisations that cater for people with various levels of disability. We as a company are delighted that these organisations have become part of our day to day lives, calling to our butchers and café as part of their social skills training programmes and on their daily outings in our community, as well as joining us for work placement experience.</p> <p>As a company we have invested significant funds in our Iona Park property to protect the business into the future, replacing a derelict, vandalised building that was a blight on the landscape, with a modern, high spec business premises, with limited parking, on a key site in Mayfield. Substantial development contributions/levies were paid to Cork City Council as part of the planning process, thereby contributing to funding for the provision of public infrastructure and facilities in the city.</p> <p>However, had we known the BusConnects proposals that lay ahead, we would NOT have undertaken this significant investment. The plan as set out (2 cycle lanes, removing parking etc.) would render it IMPOSSIBLE for the company to continue to trade. We have a significant number of deliveries each day, including arctic trucks which have to park on the road outside our premises. If the on-street parking is removed, as currently proposed, these trucks and some of our other suppliers would be unable to deliver. In addition, the changes would impact on our customers' ability to access and support the business as we do not have sufficient off-street parking to cater for all, those of our café in particular parking for extended periods of time.</p> <p>Add into the equation the proposed change to the 208 bus, and the removal of the bus stop on Iona Park, and not only will we not be able to cater for customers with parking requirements in excess of the limited number that we provide ourselves, but our customers who currently use public transportation will have to go elsewhere.</p> <p>The ultimate outcome of this scenario, whilst quite simple to explain, would be devastating for our business. NO arctic deliveries means NO wholesale business which in turn means a dramatic decrease in our turnover and the associated loss of jobs. For the avoidance of doubt, if this were to happen, the ongoing viability of our business would be severely threatened. However, if you couple this with a reduction in customers in our butchers / shop and café then the outcome is without question – we will have no option but to CEASE TRADING, with the obvious knock-on effect on our employees, the local economy and the businesses of our suppliers, the loss of a butchers / shop and the only café in Mayfield, the loss of a sponsor for Mayfield GAA H&amp;F club, the loss of a venue for social skills training programmes and for work placements and the ultimate demise of a currently busy and vibrant business premises. As for me, having worked tirelessly since 1988 to build up this business to what it is today, I find it virtually impossible to comprehend how anybody, at any level, could possibly even begin to think that the current proposals could be acceptable. Lines on plans are easily drawn but can have a devastating impact on people and businesses in real life.</p> <p>Whilst the aim of BusConnects Cork is to be welcomed, it cannot come at such a huge cost to private business and communities. It is imperative that the current plans for Iona Park and Colmcille Avenue are shelved and new plans developed in conjunction with, and with the approval of, local businesses and residents.</p> |  |
| <p><b>NTA-C14-1330</b></p> | <p>The Cahergal Residents Association is deeply alarmed to observe, albeit without detail, proposed new road layouts and directions that are poorly thought out and will significantly impact our daily lives.</p> <p>The suggestion to impose one-way down hill only traffic flow on Gordon's Hill, removing the left hand turn from Old Youghal Road to Gordon's Hill, coupled with the opening of a Bus Gate at Ballyhooley Rd city bound from Glen Avenue lacks any insight into how the people of the area use our road network.</p> <p>For a resident in Cahergal to come from the local supermarket (Dunnes Stores), the new proposal will involve either taking a left turn at the junction of the North Ring Road and Ballyhooley Rd, driving the North Ring Rd as far as Mayfield Garda Station, taking a right turn up Colmcille Avenue (which the Mayfield to City plan wishes to reduce traffic on), turn left at the junction of Old Youghal Rd and</p>   | <p>Please see the NTA's response to Issue 7 in this report</p> |

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|                            | <p>Iona Park and then turning right at Gordon’s Hill...long winding to describe? Even worse to drive!<br/>                 The alternative will be to drive from Dunnes Stores to Dillons Cross, turn left up Old Youghal Rd and take a U-Turn at Murmont Lawn (which will have new cycle lanes), before return back Old Youghal Rd and taking a right turn onto Gordon’s Hill. This will most likely be the choice of locals and a dangerous choice it is indeed.</p> <p>The lack of transparency and information surrounding these proposals is deeply concerning, not to mention the far-reaching consequences they will have for those of us who rely on these roads every day.</p> <p>The roads in question have been crucial routes for us for years, helping us get to work, school, GP Services and other essential destinations. However, the proposed changes would force us to take far lengthier journeys, adding to the already mounting traffic congestion in the area, especially on the already congested North Ring Road. This will undoubtedly affect our quality of life, increase travel costs, and consume more time in traffic that could be spent on other more important matters.</p> <p>We understand that roads need maintenance and upgrades, but the lack of forethought and consideration for the consequences suggests that those behind these proposals have not sufficiently assessed the impact they will have. It is not only discouraging but also disheartening to realize that no concerted effort was made to inform local residents of the impending changes and far less consult with us regarding their impact.</p> <p>We need transparency and reliable information about these proposals so that we can prepare adequately and understand the full scope of their impact. We also urge the relevant authorities responsible for these decisions to reconsider their approach and take into account the needs and concerns of the people who will be most directly affected.</p> <p>In conclusion, poorly thought-out road layouts and directions can have far-reaching consequences for local residents. It is time for those, who think they are in charge, to consider the impact of their decisions on the public and take a more collaborative approach to address important road-based issues. We urge local authorities to be transparent and to provide reliable information to residents who depend on these critical routes. It is only through collaboration and a willingness to work together that we can create a roadmap for better infrastructure and improve our daily lives.</p> |   |
| <p><b>NTA-C14-1330</b></p> | <p>The Cahergal Residents Association is deeply alarmed to observe, albeit without detail, proposed new road layouts and directions that are poorly thought out and will significantly impact our daily lives.</p> <p>The suggestion to impose one-way down hill only traffic flow on Gordon’s Hill, removing the left hand turn from Old Youghal Road to Gordon’s Hill, coupled with the opening of a Bus Gate at Ballyhooley Rd city bound from Glen Avenue lacks any insight into how the people of the area use our road network.</p> <p>For a resident in Cahergal to come from the local supermarket (Dunnes Stores), the new proposal will involved either taking a left turn at the junction of the North Ring Road and Ballyhooley Rd, driving the North Ring Rd as far as Mayfield Garda Station, taking a right turn up Colmcille Avenue (which the Mayfield to City plan wishes ti reduce traffic on), turn left at the junction of Old Youghal Rd and Iona Park and then turning right at Gordon’s Hill...long winding to describe? Even worse to drive!</p> <p>The alternative will be to drive from Dunnes Stores to Dillons Cross, turn left up Old Youghal Rd and take a U-Turn at Murmont Lawn (which will have new cycle lanes), before return back Old Youghal Rd and taking a right turn onto Gordon’s Hill. This will most likely be the choice of locals and a dangerous choice it is indeed.</p> <p>The lack of transparency and information surrounding these proposals is deeply concerning, not to mention the far-reaching consequences they will have for those of us who rely on these roads every day.</p> <p>The roads in question have been crucial routes for us for years, helping us get to work, school, GP Services and other essential destinations. However, the proposed changes would force us to take far lengthier journeys, adding to the already mounting traffic congestion in the area, especially on the already congested North Ring Road. This will undoubtedly affect our quality of life, increase travel costs, and consume more time in traffic that could be spent on other more important matters.</p> <p>We understand that roads need maintenance and upgrades, but the lack of forethought and consideration for the consequences suggests that those behind these proposals have not sufficiently assessed the impact they will have. It is not only discouraging but</p>   | <p>Please see the NTA's response to Issue 12 in this report</p> |

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|                            | <p>also disheartening to realize that no concerted effort was made to inform local residents of the impending changes and far less consult with us regarding their impact.</p> <p>We need transparency and reliable information about these proposals so that we can prepare adequately and understand the full scope of their impact. We also urge the relevant authorities responsible for these decisions to reconsider their approach and take into account the needs and concerns of the people who will be most directly affected.</p> <p>In conclusion, poorly thought-out road layouts and directions can have far-reaching consequences for local residents. It is time for those, who think they are in charge, to consider the impact of their decisions on the public and take a more collaborative approach to address important road-based issues. We urge local authorities to be transparent and to provide reliable information to residents who depend on these critical routes. It is only through collaboration and a willingness to work together that we can create a roadmap for better infrastructure and improve our daily lives.</p>   |   |
| <p><b>NTA-C14-1330</b></p> | <p>The Cahergal Residents Association is deeply alarmed to observe, albeit without detail, proposed new road layouts and directions that are poorly thought out and will significantly impact our daily lives.</p> <p>The suggestion to impose one-way down hill only traffic flow on Gordon's Hill, removing the left hand turn from Old Youghal Road to Gordon's Hill, coupled with the opening of a Bus Gate at Ballyhooley Rd city bound from Glen Avenue lacks any insight into how the people of the area use our road network.</p> <p>For a resident in Cahergal to come from the local supermarket (Dunnes Stores), the new proposal will involved either taking a left turn at the junction of the North Ring Road and Ballyhooley Rd, driving the North Ring Rd as far as Mayfield Garda Station, taking a right turn up Colmcille Avenue (which the Mayfield to City plan wishes to reduce traffic on), turn left at the junction of Old Youghal Rd and Iona Park and then turning right at Gordon's Hill...long winding to describe? Even worse to drive!</p> <p>The alternative will be to drive from Dunnes Stores to Dillons Cross, turn left up Old Youghal Rd and take a U-Turn at Murmont Lawn (which will have new cycle lanes), before return back Old Youghal Rd and taking a right turn onto Gordon's Hill. This will most likely be the choice of locals and a dangerous choice it is indeed.</p> <p>The lack of transparency and information surrounding these proposals is deeply concerning, not to mention the far-reaching consequences they will have for those of us who rely on these roads every day.</p> <p>The roads in question have been crucial routes for us for years, helping us get to work, school, GP Services and other essential destinations. However, the proposed changes would force us to take far lengthier journeys, adding to the already mounting traffic congestion in the area, especially on the already congested North Ring Road. This will undoubtedly affect our quality of life, increase travel costs, and consume more time in traffic that could be spent on other more important matters.</p> <p>We understand that roads need maintenance and upgrades, but the lack of forethought and consideration for the consequences suggests that those behind these proposals have not sufficiently assessed the impact they will have. It is not only discouraging but also disheartening to realize that no concerted effort was made to inform local residents of the impending changes and far less consult with us regarding their impact.</p> <p>We need transparency and reliable information about these proposals so that we can prepare adequately and understand the full scope of their impact. We also urge the relevant authorities responsible for these decisions to reconsider their approach and take into account the needs and concerns of the people who will be most directly affected.</p> <p>In conclusion, poorly thought-out road layouts and directions can have far-reaching consequences for local residents. It is time for those, who think they are in charge, to consider the impact of their decisions on the public and take a more collaborative approach to address important road-based issues. We urge local authorities to be transparent and to provide reliable information to residents who depend on these critical routes. It is only through collaboration and a willingness to work together that we can create a roadmap for better infrastructure and improve our daily lives.</p> | <p>Please see the NTA's response to Issue 17 in this report</p> |



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| NTA-C14-1330            | <p>The Cahergal Residents Association is deeply alarmed to observe, albeit without detail, proposed new road layouts and directions that are poorly thought out and will significantly impact our daily lives.</p> <p>The suggestion to impose one-way down hill only traffic flow on Gordon's Hill, removing the left hand turn from Old Youghal Road to Gordon's Hill, coupled with the opening of a Bus Gate at Ballyhooley Rd city bound from Glen Avenue lacks any insight into how the people of the area use our road network.</p> <p>For a resident in Cahergal to come from the local supermarket (Dunnes Stores), the new proposal will involved either taking a left turn at the junction of the North Ring Road and Ballyhooley Rd, driving the North Ring Rd as far as Mayfieldk Garda Station, taking a right turn up Colmcille Avenue (which the Mayfield to City plan wishes ti reduce traffic on), turn left at the junction of Old Youghal Rd and Iona Park and then turning right at Gordon's Hill....long winding to describe? Even worse to drive!</p> <p>The alternative will be to drive from Dunnes Stores to Dillons Cross, turn left up Old Youghal Rd and take a U-Turn at Murmont Lawn (which will have new cycle lanes), before return back Old Youghal Rd and taking a right turn onto Gordon's Hill. This will most likely be the choice of locals and a dangerous choice it is indeed.</p> <p>The lack of transparency and information surrounding these proposals is deeply concerning, not to mention the far-reaching consequences they will have for those of us who rely on these roads every day.</p> <p>The roads in question have been crucial routes for us for years, helping us get to work, school, GP Services and other essential destinations. However, the proposed changes would force us to take far lengthier journeys, adding to the already mounting traffic congestion in the area, especially on the already congested North Ring Road. This will undoubtedly affect our quality of life, increase travel costs, and consume more time in traffic that could be spent on other more important matters.</p> <p>We understand that roads need maintenance and upgrades, but the lack of forethought and consideration for the consequences suggests that those behind these proposals have not sufficiently assessed the impact they will have. It is not only discouraging but also disheartening to realize that no concerted effort was made to inform local residents of the impending changes and far less consult with us regarding their impact.</p> <p>We need transparency and reliable information about these proposals so that we can prepare adequately and understand the full scope of their impact. We also urge the relevant authorities responsible for these decisions to reconsider their approach and take into account the needs and concerns of the people who will be most directly affected.</p> <p>In conclusion, poorly thought-out road layouts and directions can have far-reaching consequences for local residents. It is time for those, who think they are in charge, to consider the impact of their decisions on the public and take a more collaborative approach to address important road-based issues. We urge local authorities to be transparent and to provide reliable information to residents who depend on these critical routes. It is only through collaboration and a willingness to work together that we can create a roadmap for better infrastructure and improve our daily lives.</p> | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1339            | Attached are photographs of Colmcille Avenue showing existing footpaths ( proposed to be reduced )and some of the mature trees scheduled for removal under Phase 2 plan  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1339_Attachment | Attachment. Summary:<br>Concern regarding the removal of trees along Colmcille Avenue.   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1343            | <p>St Luke's Cross:</p> <ol style="list-style-type: none"> <li>1) Right Turn Ban onto Middle Glanmire Road - significant impact to businesses, schools, facilities along the Middle Glanmire Road. Alternative routes are completely unsuitable, in particular for larger vehicles, increasing risk of incidents, increasing traffic on those alternative routes, some of which are bus routes which would be negatively impacted.</li> <li>2) Removal of slip road - slip road allows more efficient movement of traffic from Middle Glanmire Road. Is it necessary to remove it?</li> <li>3) Main issue at St Luke's Cross is the presence of multiple delivery vans and trucks, as well as the lack of enforcement of parking restrictions (parking freely on double yellow lines).</li> </ol>  | Please see the NTA's response to Issue 19 in this report |



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|                            | <p style="text-align: center;">Gordon's Hill left turn bans.</p> <p>1) There is a dance studio at the bottom of Gordon's Hill which facilitates lessons for many children. It is quite busy (and dangerous) at the end and start of sessions. Banning the left turn will leave parents / guardians with no alternative safe way to drop off their children, or making risky maneuvers to circumnavigate these turn bans. Worse still, people will end up taking longer alternative journeys, unnecessarily adding to the existing traffic on those routes.</p> <p style="text-align: center;">Ballyhooly Road:</p> <p>1) Bus Gate - this appears to be unnecessary - I don't believe there is an issue with movement of traffic along this road. Instead, vehicles would be diverted elsewhere, on more lengthy routes, increasing congestion (and air and noise pollution) on those routes, with a related impact to the progress of buses on those particular routes. Furthermore, there won't be any improvement of buses along this stretch of Ballyhooly Road as traffic is already free flowing.</p> <p>Overall, I'm very disappointed by the proposal. I'd question whether these changes would make a meaningful contribution to changing transport habits. Are we about to spend a fortune and gain very little?</p> <p style="text-align: center;">My suggestions:</p> <p>Roads should be shared spaces - prioritising one mode of transport in favour of another results in an inefficient movement of traffic overall. The proposed bus gates will not significantly improve the bus reliability, and will in fact decrease reliability on the alternative routes that traffic end up having to take. Make bus routes more reliable by removing or reducing pinch points along the bus route, mainly parked cars along tight roads. Improve general movement of traffic by enforcing parking restrictions (double yellows) and being accommodating to delivery vans and trucks. Improve routes that go around the city - many people travel through the city unnecessarily. The North and the South ring roads are busy because people want to avoid the city. Improve these routes, and this lessens the need to take alternative routes that go through the city. Implement and encourage the use of park and ride facilities at the outskirts of the city - evaluate the success of Kinsale Road Roundabout Park and Ride. Not a bus initiative, but need to look at the bigger picture and get better value for money when it comes to transport spend. Even better, build train stations in close proximity to the city, along existing rail lines at Tivoli / Silversprings, Glanmire / Dunkettle, as well as Blackpool, Blarney and others. Evaluate the success of City to Middleton and City to Cobh train lines, and Mallow. Not a bus initiative, but need to look at the bigger picture and get better value for money when it comes to transport spend .</p> |  |
| <p><b>NTA-C14-1343</b></p> | <p style="text-align: center;">St Luke's Cross:</p> <p>1) Right Turn Ban onto Middle Glanmire Road - significant impact to businesses, schools, facilities along the Middle Glanmire Road. Alternative routes are completely unsuitable, in particular for larger vehicles, increasing risk of incidents, increasing traffic on those alternative routes, some of which are bus routes which would be negatively impacted.</p> <p>2) Removal of slip road - slip road allows more efficient movement of traffic from Middle Glanmire Road. Is it necessary to remove it?</p> <p>3) Main issue at St Luke's Cross is the presence of multiple delivery vans and trucks, as well as the lack of enforcement of parking restrictions (parking freely on double yellow lines).</p> <p style="text-align: center;">Gordon's Hill left turn bans.</p> <p>1) There is a dance studio at the bottom of Gordon's Hill which facilitates lessons for many children. It is quite busy (and dangerous) at the end and start of sessions. Banning the left turn will leave parents / guardians with no alternative safe way to drop off their children, or making risky maneuvers to circumnavigate these turn bans. Worse still, people will end up taking longer alternative journeys, unnecessarily adding to the existing traffic on those routes.</p>   | <p>Please see the NTA's response to Issue 7 in this report</p> |

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|                     | <p>Ballyhooly Road:</p> <p>1) Bus Gate - this appears to be unnecessary - I don't believe there is an issue with movement of traffic along this road. Instead, vehicles would be diverted elsewhere, on more lengthy routes, increasing congestion (and air and noise pollution) on those routes, with a related impact to the progress of buses on those particular routes. Furthermore, there won't be any improvement of buses along this stretch of Ballyhooly Road as traffic is already free flowing.</p> <p>Overall, I'm very disappointed by the proposal. I'd question whether these changes would make a meaningful contribution to changing transport habits. Are we about to spend a fortune and gain very little?</p> <p>My suggestions:</p> <p>Roads should be shared spaces - prioritising one mode of transport in favour of another results in an inefficient movement of traffic overall. The proposed bus gates will not significantly improve the bus reliability, and will in fact decrease reliability on the alternative routes that traffic end up having to take. Make bus routes more reliable by removing or reducing pinch points along the bus route, mainly parked cars along tight roads. Improve general movement of traffic by enforcing parking restrictions (double yellows) and being accommodating to delivery vans and trucks. Improve routes that go around the city - many people travel through the city unnecessarily. The North and the South ring roads are busy because people want to avoid the city. Improve these routes, and this lessens the need to take alternative routes that go through the city. Implement and encourage the use of park and ride facilities at the outskirts of the city - evaluate the success of Kinsale Road Roundabout Park and Ride. Not a bus initiative, but need to look at the bigger picture and get better value for money when it comes to transport spend. Even better, build train stations in close proximity to the city, along existing rail lines at Tivoli / Silversprings, Glanmire / Dunkettle, as well as Blackpool, Blarney and others. Evaluate the success of City to Midleton and City to Cobh train lines, and Mallow. Not a bus initiative, but need to look at the bigger picture and get better value for money when it comes to transport spend .</p> |   |
| <p>NTA-C14-1343</p> | <p>St Luke's Cross:</p> <p>1) Right Turn Ban onto Middle Glanmire Road - significant impact to businesses, schools, facilities along the Middle Glanmire Road. Alternative routes are completely unsuitable, in particular for larger vehicles, increasing risk of incidents, increasing traffic on those alternative routes, some of which are bus routes which would be negatively impacted.</p> <p>2) Removal of slip road - slip road allows more efficient movement of traffic from Middle Glanmire Road. Is it necessary to remove it?</p> <p>3) Main issue at St Luke's Cross is the presence of multiple delivery vans and trucks, as well as the lack of enforcement of parking restrictions (parking freely on double yellow lines).</p> <p>Gordon's Hill left turn bans.</p> <p>1) There is a dance studio at the bottom of Gordon's Hill which facilitates lessons for many children. It is quite busy (and dangerous) at the end and start of sessions. Banning the left turn will leave parents / guardians with no alternative safe way to drop off their children, or making risky maneuvers to circumnavigate these turn bans. Worse still, people will end up taking longer alternative journeys, unnecessarily adding to the existing traffic on those routes.</p> <p>Ballyhooly Road:</p> <p>1) Bus Gate - this appears to be unnecessary - I don't believe there is an issue with movement of traffic along this road. Instead, vehicles would be diverted elsewhere, on more lengthy routes, increasing congestion (and air and noise pollution) on those routes, with a related impact to the progress of buses on those particular routes. Furthermore, there won't be any improvement of buses along this stretch of Ballyhooly Road as traffic is already free flowing.</p> <p>Overall, I'm very disappointed by the proposal. I'd question whether these changes would make a meaningful contribution to changing</p>  | <p>Please see the NTA's response to Issue 22 in this report</p> |

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|                     | <p>transport habits. Are we about to spend a fortune and gain very little?</p> <p>My suggestions:</p> <p>Roads should be shared spaces - prioritising one mode of transport in favour of another results in an inefficient movement of traffic overall. The proposed bus gates will not significantly improve the bus reliability, and will in fact decrease reliability on the alternative routes that traffic end up having to take. Make bus routes more reliable by removing or reducing pinch points along the bus route, mainly parked cars along tight roads. Improve general movement of traffic by enforcing parking restrictions (double yellows) and being accommodating to delivery vans and trucks. Improve routes that go around the city - many people travel through the city unnecessarily. The North and the South ring roads are busy because people want to avoid the city. Improve these routes, and this lessens the need to take alternative routes that go through the city. Implement and encourage the use of park and ride facilities at the outskirts of the city - evaluate the success of Kinsale Road Roundabout Park and Ride. Not a bus initiative, but need to look at the bigger picture and get better value for money when it comes to transport spend. Even better, build train stations in close proximity to the city, along existing rail lines at Tivoli / Silversprings, Glanmire / Dunkettle, as well as Blackpool, Blarney and others. Evaluate the success of City to Midleton and City to Cobh train lines, and Mallow. Not a bus initiative, but need to look at the bigger picture and get better value for money when it comes to transport spend .</p>  |   |
| <p>NTA-C14-1343</p> | <p>St Luke's Cross:</p> <ol style="list-style-type: none"> <li>1) Right Turn Ban onto Middle Glanmire Road - significant impact to businesses, schools, facilities along the Middle Glanmire Road. Alternative routes are completely unsuitable, in particular for larger vehicles, increasing risk of incidents, increasing traffic on those alternative routes, some of which are bus routes which would be negatively impacted.</li> <li>2) Removal of slip road - slip road allows more efficient movement of traffic from Middle Glanmire Road. Is it necessary to remove it?</li> <li>3) Main issue at St Luke's Cross is the presence of multiple delivery vans and trucks, as well as the lack of enforcement of parking restrictions (parking freely on double yellow lines).</li> </ol> <p>Gordon's Hill left turn bans.</p> <ol style="list-style-type: none"> <li>1) There is a dance studio at the bottom of Gordon's Hill which facilitates lessons for many children. It is quite busy (and dangerous) at the end and start of sessions. Banning the left turn will leave parents / guardians with no alternative safe way to drop off their children, or making risky maneuvers to circumnavigate these turn bans. Worse still, people will end up taking longer alternative journeys, unnecessarily adding to the existing traffic on those routes.</li> </ol> <p>Ballyhooly Road:</p> <ol style="list-style-type: none"> <li>1) Bus Gate - this appears to be unnecessary - I don't believe there is an issue with movement of traffic along this road. Instead, vehicles would be diverted elsewhere, on more lengthy routes, increasing congestion (and air and noise pollution) on those routes, with a related impact to the progress of buses on those particular routes. Furthermore, there won't be any improvement of buses along this stretch of Ballyhooly Road as traffic is already free flowing.</li> </ol> <p>Overall, I'm very disappointed by the proposal. I'd question whether these changes would make a meaningful contribution to changing transport habits. Are we about to spend a fortune and gain very little?</p> <p>My suggestions:</p> <p>Roads should be shared spaces - prioritising one mode of transport in favour of another results in an inefficient movement of traffic overall. The proposed bus gates will not significantly improve the bus reliability, and will in fact decrease reliability on the alternative routes that traffic end up having to take. Make bus routes more reliable by removing or reducing pinch points along the bus route, mainly parked cars along tight roads. Improve general movement of traffic by enforcing parking restrictions (double yellows) and</p> | <p>Please see the NTA's response to Issue 18 in this report</p> |

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|                            | <p>being accommodating to delivery vans and trucks. Improve routes that go around the city - many people travel through the city unnecessarily. The North and the South ring roads are busy because people want to avoid the city. Improve these routes, and this lessens the need to take alternative routes that go through the city. Implement and encourage the use of park and ride facilities at the outskirts of the city - evaluate the success of Kinsale Road Roundabout Park and Ride. Not a bus initiative, but need to look at the bigger picture and get better value for money when it comes to transport spend. Even better, build train stations in close proximity to the city, along existing rail lines at Tivoli / Silversprings, Glanmire / Dunkettle, as well as Blackpool, Blarney and others. Evaluate the success of City to Middleton and City to Cobh train lines, and Mallow. Not a bus initiative, but need to look at the bigger picture and get better value for money when it comes to transport spend.</p>  |  |
| <p><b>NTA-C14-1345</b></p> | <p>The revised proposal is frankly off the wall on my opinion.</p> <p>The population age profile of those adjoining the route is that of an older population who require to park cars near their homes and have facility for callers like family or public services. Most of these people have had lifelong parking near home and few cycle. The proposals for Colmcille Avenue and Leycesters Lane are therefore not realistic in my view.</p> <p>The notion of turning Leycesters Lane into a diversion during busy hours is a fantasy. Can I suggest that the junction of Middle Glanmire Road and Leycesters Lane be viewed in person by the proposers. It is a blind corner turning west and it leads onto the narrowest strip of Middle Glanmire Road which will lead to chaos at peak time.</p> <p>I suggest the the local economy at St Luke's Cross will face ruin with parking removal and cycle lanes.</p> <p>Several business on Summerhill will face challenges as well.</p> <p>The proposed removal of left hand turns at St Luke's Cross and at Ballyhooley Road / Gordon's Hill will greatly increase times of traffic journeys of locals going to / from Dunnes / Lidl Ballyvone leading to pollution as longer and slower journies will result. Similar addition pollution will result from the proposed restriction from Ballyhooley Road to Glen Avenue. All these routes are used at peak times by parents driving kids to school , workers going to work and carers on their rounds.</p> <p>No bus service can replace these personal journies.</p> <p>I daresay the City Executive will be driving to work and using their provided car parking spaces. The same will happen at Bus HQ on Capwell Road and Train HQ at Kent Station. Gardai, Nurses and teachers wont use any new bus service as they have specific journies which dont fit bus routes.</p> <p>A simple observation from a long time motorist is that traffic problems dont exist when schools are on holidays. Why not examine the introduction of a comprehensive school transport service in the City as a whole.</p> <p>Why not have Buses going circular route to Mayfield returning to Centre via Lower Glanmire Road.</p> | <p>Please see the NTA's response to Issue 5 in this report</p> |
| <p><b>NTA-C14-1345</b></p> | <p>The revised proposal is frankly off the wall on my opinion.</p> <p>The population age profile of those adjoining the route is that of an older population who require to park cars near their homes and have facility for callers like family or public services. Most of these people have had lifelong parking near home and few cycle. The proposals for Colmcille Avenue and Leycesters Lane are therefore not realistic in my view.</p> <p>The notion of turning Leycesters Lane into a diversion during busy hours is a fantasy. Can I suggest that the junction of Middle Glanmire Road and Leycesters Lane be viewed in person by the proposers. It is a blind corner turning west and it leads onto the narrowest strip of Middle Glanmire Road which will lead to chaos at peak time.</p> <p>I suggest the the local economy at St Luke's Cross will face ruin with parking removal and cycle lanes.</p> <p>Several business on Summerhill will face challenges as well.</p> <p>The proposed removal of left hand turns at St Luke's Cross and at Ballyhooley Road / Gordon's Hill will greatly increase times of traffic journeys of locals going to / from Dunnes / Lidl Ballyvone leading to pollution as longer and slower journies will result. Similar addition pollution will result from the proposed restriction from Ballyhooley Road to Glen Avenue. All these routes are used at peak times by parents driving kids to school , workers going to work and carers on their rounds.</p> <p>No bus service can replace these personal journies.</p> <p>I daresay the City Executive will be driving to work and using their provided car parking spaces. The same will happen at Bus HQ on</p>  | <p>Please see the NTA's response to Issue 6 in this report</p> |

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|                     | <p>Capwell Road and Train HQ at Kent Station. Gardai, Nurses and teachers wont use any new bus service as they have specific journies which dont fit bus routes.</p> <p>A simple observation from a long time motorist is that traffic problems dont exist when schools are on holidays. Why not examine the introduction of a comprehensive school transport service in the City as a whole.</p> <p>Why not have Buses going circular route to Mayfield returning to Centre via Lower Glanmire Road.</p>  |  |
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| <p>NTA-C14-1345</p> | <p>The revised proposal is frankly off the wall on my opinion.</p> <p>The population age profile of those adjoining the route is that of an older population who require to park cars near their homes and have facility for callers like family or public services. Most of these people have had lifelong parking near home and few cycle. The proposals for Colmcille Avenue and Leycesters Lane are therefore not realistic in my view.</p> <p>The notion of turning Leycesters Lane into a diversion during busy hours is a fantasy. Can I suggest that the junction of Middle Glanmire Road and Leycesters Lane be viewed in person by the proposers.it is a blind corner turning west and it leads onto the narrowest strip of Middle Glanmire Road which will lead to chaos at peak time.</p> <p>I suggest the the local economy at St Luke's Cross will face ruin with parking removal and cycle lanes.</p> <p>Several business on Summerhill will face challenges as well.</p> <p>The proposed removal of left hand turns at St Luke's Cross and at Ballyhooley Road / Gordon's Hill will greatly increase times of traffic journeys of locals going to / from Dunnes / Lidl Ballyvone leading to pollution as longer and slower journies will result. Similar addition pollution will result from the proposed restriction from Ballyhooley Road to Glen Avenue. All these routes are used at peak times by parents driving kids to school , workers going to work and carers on their rounds.</p> <p>No bus service can replace these personal journies.</p> <p>I daresay the City Executive will be driving to work and using their provided car parking spaces. The same will happen at Bus HQ on Capwell Road and Train HQ at Kent Station. Gardai, Nurses and teachers wont use any new bus service as they have specific journies which dont fit bus routes.</p> <p>A simple observation from a long time motorist is that traffic problems dont exist when schools are on holidays. Why not examine the</p>  | <p>Please see the NTA's response to Issue 7 in this report</p> |

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|              | introduction of a comprehensive school transport service in the City as a whole.<br>Why not have Buses going circular route to Mayfield returning to Centre via Lower Glanmire Road.  |  |
| NTA-C14-1345 | <p>The revised proposal is frankly off the wall on my opinion.</p> <p>The population age profile of those adjoining the route is that of an older population who require to park cars near their homes and have facility for callers like family or public services. Most of these people have had lifelong parking near home and few cycle. The proposals for Colmcille Avenue and Leycesters Lane are therefore not realistic in my view.</p> <p>The notion of turning Leycesters Lane into a diversion during busy hours is a fantasy. Can I suggest that the junction of Middle Glanmire Road and Leycesters Lane be viewed in person by the proposers. it is a blind corner turning west and it leads onto the narrowest strip of Middle Glanmire Road which will lead to chaos at peak time.</p> <p>I suggest the the local economy at St Luke's Cross will face ruin with parking removal and cycle lanes.</p> <p>Several business on Summerhill will face challenges as well.</p> <p>The proposed removal of left hand turns at St Luke's Cross and at Ballyhooley Road / Gordon's Hill will greatly increase times of traffic journeys of locals going to / from Dunnes / Lidl Ballyvone leading to pollution as longer and slower journies will result. Similar addition pollution will result from the proposed restriction from Ballyhooley Road to Glen Avenue. All these routes are used at peak times by parents driving kids to school , workers going to work and carers on their rounds.</p> <p>No bus service can replace these personal journies.</p> <p>I daresay the City Executive will be driving to work and using their provided car parking spaces. The same will happen at Bus HQ on Capwell Road and Train HQ at Kent Station. Gardai, Nurses and teachers wont use any new bus service as they have specific journies which dont fit bus routes.</p> <p>A simple observation from a long time motorist is that traffic problems dont exist when schools are on holidays. Why not examine the introduction of a comprehensive school transport service in the City as a whole.</p> <p>Why not have Buses going circular route to Mayfield returning to Centre via Lower Glanmire Road.</p> | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1351 | <p>I would like to make the following two comments:</p> <p>Firstly I consider proposal to ban the right turn from Summerhill North to the Middle Glanmire Road at St Lukes Cross to be unwise. This proposal will force large buses that carry guests to the Montenotte Hotel and trucks that make deliveries to the hotel to approach the hotel from the east via extremely narrow and unsuitable roads for such vehicles.</p> <p>Secondly I would like to see speedbumps (traffic calming measures) to be installed between St Lukes Cross and Westboro. At present cars travel at excessive speeds in both directions on this portion of the road.</p> <p>For your consideration please.</p>   | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1351 | <p>I would like to make the following two comments:</p> <p>Firstly I consider proposal to ban the right turn from Summerhill North to the Middle Glanmire Road at St Lukes Cross to be unwise. This proposal will force large buses that carry guests to the Montenotte Hotel and trucks that make deliveries to the hotel to approach the hotel from the east via extremely narrow and unsuitable roads for such vehicles.</p> <p>Secondly I would like to see speedbumps (traffic calming measures) to be installed between St Lukes Cross and Westboro. At present cars travel at excessive speeds in both directions on this portion of the road.</p> <p>For your consideration please.</p>   | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1358 | <p>To whom it may concern,</p> <p>Upon reading the proposed changes to the Colmcille Ave route, I feel justified to object to some of said proposals on the grounds of having travelled this route up to 4 times daily 5 days a week as both a pedestrian and public transport user as I don't have a car. I mind children and do school runs on foot and via bus in this area and my mother lives in the Colmcille Ave area. My objections relate to the following :</p> <p>-The bus stops along this road are among the most utilised on the bus corridor and cutting the service to once hourly seems</p>  | Please see the NTA's response to Issue 11 in this report |

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|                            | <p>unfeasable and counterproductive with regards to encouraging people to use public transport. It is a school run corridor and the 208 is heavily utilised by children living in the area. It is a very settled area, predominantly occupied by elderly residents or young families who move in as soon as house vacates. The elderly people in the area rely on the 208 bus to bring them to mass, town, hospital appointments etc. If you did a survey on real time travel on route 208, the majority of people after school hours up until late afternoon are elderly. The bus stop by the garda station is essential and heavily utilised by staff and clients of COPE Foundation.... The clients are familiar with their route and to change it would be of huge inconvenience and difficult to adjust to for many.</p> <p>-I have honestly never, as exaggerated as this seems, seem a cyclist cycling up or down this route as its not a natural cycle route... It leads to and from the north ring road and a cyclist could be taking their life in their hands to cycle that road as they would have to contend with huge haulage vehicles coming from the dual carriageway plus it's a steep incline, nor do cyclists cycle the middle Glanmire road as too narrow, lona road as too steep to name but a few.</p> <p>-Removing car parking spaces is simply not viable as a lot of residents need access outside gates for home helps to access, family carers and car spaces to access the local businesses in the area.</p> <p>I really appreciate you taking the time to consider my objections. I really feel that this proposal would have a detrimental effect on the quality of life for so many people that would far outweigh any environmental benefits.</p> <p>Yours sincerely,<br/>                 Caroline Aldworth</p>   |  |
| <p><b>NTA-C14-1358</b></p> | <p>To whom it may concern,</p> <p>Upon reading the proposed changes to the Colmcille Ave route, I feel justified to object to some of said proposals on the grounds of having travelled this route up to 4 times daily 5 days a week as both a pedestrian and public transport user as I don't have a car. I mind children and do school runs on foot and via bus in this area and my mother lives in the Colmcille Ave area. My objections relate to the following :</p> <p>-The bus stops along this road are among the most utilised on the bus corridor and cutting the service to once hourly seems unfeasable and counterproductive with regards to encouraging people to use public transport. It is a school run corridor and the 208 is heavily utilised by children living in the area. It is a very settled area, predominantly occupied by elderly residents or young families who move in as soon as house vacates. The elderly people in the area rely on the 208 bus to bring them to mass, town, hospital appointments etc. If you did a survey on real time travel on route 208, the majority of people after school hours up until late afternoon are elderly. The bus stop by the garda station is essential and heavily utilised by staff and clients of COPE Foundation.... The clients are familiar with their route and to change it would be of huge inconvenience and difficult to adjust to for many.</p> <p>-I have honestly never, as exaggerated as this seems, seem a cyclist cycling up or down this route as its not a natural cycle route... It leads to and from the north ring road and a cyclist could be taking their life in their hands to cycle that road as they would have to contend with huge haulage vehicles coming from the dual carriageway plus it's a steep incline, nor do cyclists cycle the middle Glanmire road as too narrow, lona road as too steep to name but a few.</p> <p>-Removing car parking spaces is simply not viable as a lot of residents need access outside gates for home helps to access, family carers and car spaces to access the local businesses in the area.</p> <p>I really appreciate you taking the time to consider my objections. I really feel that this proposal would have a detrimental effect on the quality of life for so many people that would far outweigh any environmental benefits.</p> <p>Yours sincerely,<br/>                 Caroline Aldworth</p> | <p>Please see the NTA's response to Issue 5 in this report</p> |
| <p><b>NTA-C14-1358</b></p> | <p>To whom it may concern,</p> <p>Upon reading the proposed changes to the Colmcille Ave route, I feel justified to object to some of said proposals on the grounds of having travelled this route up to 4 times daily 5 days a week as both a pedestrian and public transport user as I don't have a car. I mind children and do school runs on foot and via bus in this area and my mother lives in the Colmcille Ave area. My objections relate to the following :</p>  | <p>Please see the NTA's response to Issue 9 in this report</p> |



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|                            | <p>-The bus stops along this road are among the most utilised on the bus corridor and cutting the service to once hourly seems unfeasable and counterproductive with regards to encouraging people to use public transport. It is a school run corridor and the 208 is heavily utilised by children living in the area. It is a very settled area, predominantly occupied by elderly residents or young families who move in as soon as house vacates. The elderly people in the area rely on the 208 bus to bring them to mass, town, hospital appointments etc. If you did a survey on real time travel on route 208, the majority of people after school hours up until late afternoon are elderly. The bus stop by the garda station is essential and heavily utilised by staff and clients of COPE Foundation.... The clients are familiar with their route and to change it would be of huge inconvenience and difficult to adjust to for many.</p> <p>-I have honestly never, as exaggerated as this seems, seem a cyclist cycling up or down this route as its not a natural cycle route... It leads to and from the north ring road and a cyclist epuld be taking their life in their hands to cycle that road as they would have to contend with huge haulage vehicles coming from the dual carriageway plus it's a steep incline, nor do cyclists cycle the middle Glanmire road as too narrow, Iona road as too steep to name but a few.</p> <p>-Removing car parking spaces is simply not viable as a lot of residents need access outside gates for home helps to access, family carers and car spaces to access the local businesses in the area.</p> <p>I really appreciate you taking the time to consider my objections. I really feel that this proposal would have a detrimental effect on the quality of life for so many people that would far outweigh any environmental benefits.</p> <p>Yours sincerely,<br/>                 Caroline Aldworth</p> |  |
| <p><b>NTA-C14-1363</b></p> | <p>Dear Sir / Madam It is with horror I realise that there will be a reduction in the number of buses servicing the Mayfield population, if this proposed BusConnects development goes ahead. At many times, especially early in the morning, the bus is full after servicing Lotabeg / Silverheights and many people will be late for work, school, college and hospital appointments. A proposal of one bus per hour with this new 21 bus route is ridiculous. The 208 bus service arrives every 20 minutes &amp; is a very good service for everyone in the area. The fact that this new bus route will only go as far as UCC is ridiculous - many people rely on the 208 bus service to get them to CUH, Wilton and Bishopstown / MTU. This is not an advancement to the local community - it is a disadvantage &amp; should be seriously reconsidered!</p>  | <p>Please see the NTA's response to Issue 5 in this report</p> |
| <p><b>NTA-C14-1365</b></p> | <p>As the proprietor and employer of Bourkes Pharmacy, with responsibilities and a duty of care to both my customers and staff, I am still hugely concerned regarding the proposed changes to Iona Park/Colmcille Ave, in particular the removal of all on street parking and removal of the bus stop opposite our business.</p> <p>These changes could hugely impact the business and be detrimental over all.</p> <p>In my previous submission 3/10/2022, I stated that I support the idea of cycle lanes, this has not changed, I support progress and investment in all our future, but not to the detriment of those vulnerable and sick in our society</p> <p>The Pharmacy was established in this location in 1955. We have 10 employees, a mix of full and part time staff from the surrounding area.</p> <p>The proposed loss of on street parking on Iona Park does not take into account the needs of a busy pharmacy with minimum twelve deliveries daily usually arriving via commercial vans, and parking nearby is essential.</p> <p>We also have very concerned customers who are deeply worried, some quite elderly, extremely vulnerable, some who are very long-time customers, and who realistically may need to change pharmacy if proposals were to go ahead. They will be forced to move pharmacies, to other competitors with off street carparks.</p> <p>Most prescriptions are monthly but in certain cases weekly and these collections would cause hardship without parking as many</p>  | <p>Please see the NTA's response to Issue 2 in this report</p> |

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|                            | <p>patients have mobility issues. In certain instances, their careers are under extreme pressure and removing parking will further impact their ability to do their jobs effectively. Another issue of concern is collecting of bulky or heavy items, not all prescriptions come in a little bag or carrier bags, some have quite a lot of heavy boxes of prescribed nutritional foods for various health conditions (one example in particular would see an individual collecting 24 kg of nutritional supplement a month).</p> <p>Please Note: this is only one item from this patient’s prescription, and this is only one patient, there are many more like this. As you can see, there are numerous very valid reasons to retain parking outside our pharmacy.</p> <p>Another cause for concern, not just for my business, but my neighbouring businesses also is removing the bus stop opposite Bourkes Pharmacy/Looneys in Iona Park.</p> <p>Many of our customers who come from Lotabeg/ Silverheights/ Ashmount/ &amp; Lotamore etc., travel to our pharmacy and neighbouring shops by bus, arriving on Old Youghal Road (around the corner from the pharmacy), and returning home from the bus stop opposite pharmacy.</p> <p>Between removing on street parking and the bus stop, this is/could be diverting our business elsewhere, which in my opinion is unfair, unjust &amp; totally unacceptable.</p> <p>We have gathered in excess of 200 signatures on a petition opposing the removal of the on-street parking in Iona Park. A petition which can be validated at any time.</p> <p>Finally, the proposed 2m footpaths do not seem to reflect the need for wheel chair accessibility to the pharmacy. Wheelchair accessibility which we currently have and which is not on the Bus Connects plans.</p> <p>I would be delighted to invite any persons responsible for the planning of The Bus Connects Mayfield to City route to come and talk to our patients and confirm their need for parking at Iona park.</p> <p>Yours Sincerely<br/>                 Thelma Arrigan<br/>                 BourkesPharmacy</p> |  |
| <p><b>NTA-C14-1365</b></p> | <p>As the proprietor and employer of Bourkes Pharmacy, with responsibilities and a duty of care to both my customers and staff, I am still hugely concerned regarding the proposed changes to Iona Park/Colmcille Ave, in particular the removal of all on street parking and removal of the bus stop opposite our business.</p> <p>These changes could hugely impact the business and be detrimental over all.</p> <p>In my previous submission 3/10/2022, I stated that I support the idea of cycle lanes, this has not changed, I support progress and investment in all our future, but not to the detriment of those vulnerable and sick in our society</p> <p>The Pharmacy was established in this location in 1955. We have 10 employees, a mix of full and part time staff from the surrounding area.</p> <p>The proposed loss of on street parking on Iona Park does not take into account the needs of a busy pharmacy with minimum twelve deliveries daily usually arriving via commercial vans, and parking nearby is essential.</p> <p>We also have very concerned customers who are deeply worried, some quite elderly, extremely vulnerable, some who are very long-time customers, and who realistically may need to change pharmacy if proposals were to go ahead. They will be forced to move pharmacies, to other competitors with off street carparks.</p> <p>Most prescriptions are monthly but in certain cases weekly and these collections would cause hardship without parking as many</p>  | <p>Please see the NTA's response to Issue 5 in this report</p> |

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| <p><b>NTA-C14-1367</b></p> | <p>I am a resident of Colmcille Ave, Mayfield &amp; I also work locally in Bourkes Pharmacy.</p> <p>I am strenuously objecting to the proposed plans for our area, in the words of one of our local politicians “ITS JUST NOT CREDIBLE” I grew up in a tree lined Avenue, and slowly but surly it is disappearing before my eyes, we had beautiful cherry blossoms all the way up &amp; down the road, but at some stage most of these were removed and no replacements !!!</p> <p>And, now it is proposed to take the remaining 4, in actual fact it is 5 as the fifth one is in line of where the footpaths are proposed to be narrowed.</p> <p>Also if the trees are to go, there are many service poles on the same line, and across on the other side of the road the water metres are almost inline with the 2 metres, so that would be more work and upheaval that residence would be subject to for only God knows how long ??</p> <p>I fail to see how cycling on Colmcille Ave/Iona Park will be “Better Cycling Facility’ as described in the Mayfield to City Plan booklet, as the gradient is quite steep for cycling and in my opinion wouldn’t be a safe option.</p> <p>The footpaths being narrowed is a ridiculous proposal, ours are approx 3 metres wide, a great amenity where many people walk daily, so much so that we were provided with 2 bins, in a very short distance(same distance as proposed new bus stop) from Cork City Council approx two years ago in an effort to get the dog walkers to dispose of dog poo, such was the amount around, so obviously A Very Large Volume of walkers in this area.</p> <p>Also, not being taken into account is the day care &amp; full time residential care homes and schools for people with varying levels of disabilities in our area,</p> <p>These facilities have been a part of our community since I was a small child,(now in my 60’s) and I feel it is only morally right that we advocate for these people in our community.</p>  | <p>Please see the NTA's response to Issue 2 in this report</p> |



Every day, there are different groups walking past my house, sometimes on the way to The Old Banc cafe, sometimes just to walk up to the green opposite the cafe, but always in groups, the narrowing of footpaths could potentially curtail this socialising as they won't be able to walk in a uniform line as some need physical assistance when walking.

There are also wheelchairs from same facilities passing everyday, and it would not be possible to have two abreast if footpaths go to 2metres.

We also have had contradicting reports of whether or not we would lose the hard fought for & only as recently as last year installed Speed Ramps.

If they were to be removed, I most strongly object to, we felt for a long time that it was like Mondello Park, very dangerous at times and extremely hard to cross the road, so we would not be happy at any attempt at removing them.

The loss of on street parking would have a huge negative impact on the residence of Colmcille Ave, some people have no driveways and those that have don't necessarily have enough off street parking to cater for their needs and that's before you take into account any visitors, carers for older generation, also workman doing jobs that need their vans at the job etc.,

The proposed loss of parking at the businesses on Iona Park is so wrong, it is quite obvious there was no research done whatsoever ?

An extremely busy pharmacy in the middle of a very elderly parish could not do without parking, in actual fact there should have invalidity parking outside the pharmacy.

Also O'Connors Foodhall & Cafe, there needs to be a loading bay, as there's are lots of vans delivering including artics, the hairdresser, beautician and Chipper all need parking, people will go elsewhere for convenience and its quite possible that we will lose these businesses.

We also feel the proposed bus gates at Old Youghal Rd & Tinkers Cross, while helping to keep the buses on time are going to direct more traffic down an already busy Colmcille Ave/ Iona Park, which in turn increases air & noise pollution and takes from the peaceful enjoyment of our homes that we have been working for all our lives.

The change of route to 208 is unbelievable, apparently if proposals proceed, it will no longer travel down Colmcille Ave and go around the loop that we are familiar with, servicing a very substantial amount of Mayfield people, instead it will go both ways on Old Youghal Rd, and we are supposed to have a once hourly service that sound more like a mystery tour than a bus route.

Why can we not keep the service that works quite well in Mayfield ?

I do realise that we must accept change in an effort to progress for the future and have a sustainable transport system, but there are far too many asks of our community, with nothing in it for us.

Also I fail completely to see how any of us on Colmcille Ave /Iona Park would be encouraged to not drive with the proposed bus service that is intended for us ??

The bus stops & Toucan crossing I believe were dealt with at the open day and was again confirmed to those of us at community forum, that the positioning of them would be easily changed and agreed with to residents satisfaction, which my neighbours and I welcome.

I'm not at all sure that we need the amount of bus stops proposed, and would certainly question why ? The bus shelters can cause unsocial behaviour as has been the case near my house across the road, so to have four in total in such a small space is questionable to say the least.

This plan is fairly flawed to put it mildly, it seems to be just dropped from nowhere, as if it hasn't been applied to the correct location, it certainly DID NOT take the residents of Colmcille Ave / Iona Parks into account.

It's the simple things that make life work, and that are being taken from us as if we don't matter, But Mayfield has had ENOUGH of being treated badly and we are saying NO!!

STOP and listen to us for a change, treat us fairly, don't expect us to take an unfair share of the burden !!

I agree and support the Colmcille Ave /Iona Park residence submission

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|                     | <p>NTA-C14-655<br/>                 Marie Rawley</p>   |  |
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I agree and support the Colmcille Ave /Iona Park residence submission

NTA-C14-655

Marie Rawley

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|                     | <p>beautician and Chipper all need parking, people will go elsewhere for convenience and its quite possible that we will lose these businesses.</p> <p>We also feel the proposed bus gates at Old Youghal Rd &amp; Tinkers Cross, while helping to keep the buses on time are going to direct more traffic down an already busy Colmcille Ave/ Iona Park, which in turn increases air &amp; noise pollution and takes from the peaceful enjoyment of our homes that we have been working for all our lives.</p> <p>The change of route to 208 is unbelievable, apparently if proposals proceed, it will no longer travel down Colmcille Ave and go around the loop that we are familiar with, servicing a very substantial amount of Mayfield people, instead it will go both ways on Old Youghal Rd, and we are supposed to have a once hourly service that sound more like a mystery tour than a bus route.</p> <p>Why can we not keep the service that works quite well in Mayfield ?</p> <p>I do realise that we must accept change in an effort to progress for the future and have a sustainable transport system, but there are far too many asks of our community, with nothing in it for us.</p> <p>Also I fail completely to see how any of us on Colmcille Ave /Iona Park would be encouraged to not drive with the proposed bus service that is intended for us ??</p> <p>The bus stops &amp; Toucan crossing I believe were dealt with at the open day and was again confirmed to those of us at community forum, that the positioning of them would be easily changed and agreed with to residents satisfaction, which my neighbours and I welcome.</p> <p>I'm not at all sure that we need the amount of bus stops proposed, and would certainly question why ? The bus shelters can cause unsocial behaviour as has been the case near my house across the road, so to have four in total in such a small space is questionable to say the least.</p> <p>This plan is fairly flawed to put it mildly, it seems to be just dropped from nowhere, as if it hasn't been applied to the correct location, it certainly DID NOT take the residents of Colmcille Ave / Iona Parks into account.</p> <p>It's the simple things that make life work, and that are being taken from us as if we don't matter, But Mayfield has had ENOUGH of being treated badly and we are saying NO!!</p> <p>STOP and listen to us for a change, treat us fairly, don't expect us to take an unfair share of the burden !!</p> <p>I agree and support the Colmcille Ave /Iona Park residence submission</p> <p>NTA-C14-655<br/>         Marie Rawley</p> |  |
| <p>NTA-C14-1371</p> | <p>The proposed left turn ban from Ballyhooly Road onto Gordons Hill is ill-conceived and should be removed from the plans. The turn is extremely important in the daily lives and activities of people living in the north east of the city. It is extensively used by large numbers of people from the area on a regular and frequent basis for purposes such supermarket shopping in Dunnes and Lidl's in Ballyvolane, accessing the local service stations, shops and restaurants, for entry to the Glen Regional Park and a variety of other purposes.</p> <p>The turn provides an easy and convenient link between the Ballyhooly Road and the Old Youghal Road and the communities, businesses and services on either side. If it were removed people would have to travel further along the Ballyhooly Road and turn onto the Old Youghal Road at Dillons Cross.</p> <p>In other words, they would be required to pass by a relatively quiet junction at Gordons Hill, increase the traffic at the much busier Dillon Cross and add about a kilometer to their journeys.</p> <p>It makes no sense.</p> <p>The proposals is a draconian one and it is noteworthy that the documentation of the NTA describing the proposed changes puts forward no justification for the ban at the Gordons Hill turn. Neither could I obtain any credible reason when I raised the matter at one of the public sessions and was responded to only by a cloud of vagues generalities.</p>  | <p>Please see the NTA's response to Issue 7 in this report</p> |

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| NTA-C14-1371            | <p>The proposed left turn ban from Ballyhooly Road onto Gordons Hill is ill-conceived and should be removed from the plans. The turn is extremely important in the daily lives and activities of people living in the north east of the city. It is extensively used by large numbers of people from the area on a regular and frequent basis for purposes such supermarket shopping in Dunnes and Lidl's in Ballyvolane, accessing the local service stations, shops and restaurants, for entry to the Glen Regional Park and a variety of other purposes.</p> <p>The turn provides an easy and convenient link between the Ballyhooly Road and the Old Youghal Road and the communities, businesses and services on either side. If it were removed people would have to travel further along the Ballyhooly Road and turn onto the Old Youghal Road at Dillons Cross.</p> <p>In other words, they would be required to pass by a relatively quiet junction at Gordons Hill, increase the traffic at the much busier Dillon Cross and add about a kilometer to their journeys.</p> <p>It makes no sense.</p> <p>The proposals is a draconian one and it is noteworthy that the documentation of the NTA describing the proposed changes puts forward no justification for the ban at the Gordons Hill turn. Neither could I obtain any credible reason when I raised the matter at one of the public sessions and was responded to only by a cloud of vagues generalities.</p> | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-1372_Attachment | <p>Attachment. Summary:<br/>Suggestion to provide increased segregation to enforce the no-right turn at O'Mahony's Avenue.</p> <p>Suggestion to provide a true Quietway on Middle Glanmire Road, ensuring that there will be no-through road from the North Ring Road to St Luke's Cross.</p> <p>Would like to relocate the Toucan Crossing to before the entrance of Mount Brosna.</p>  | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1372_Attachment | <p>Attachment. Summary:<br/>Concern regarding how the bus gate will be enforced at all times, rather than just during peak times to maximise compliance.<br/>Concern regarding how the bus gate will be enforced at all times, rather than just during peak times to maximise compliance.</p>  | Please see the NTA's response to Issue 4 in this report  |
| NTA-C14-1372_Attachment | <p>Attachment. Summary:<br/>Would like to place cycle lanes inside parking on Old Youghal Road.</p> <p>Would like to restore the two-way, segregated cycle tracks on Wellington Road.</p>  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1372_Attachment | <p>Attachment. Summary:<br/>Suggestion to implement a traffic monitoring system to show how often the buses are held up between Dillons Cross and St Joseph's Church.</p>  | Please see the NTA's response to Issue 21 in this report |
| NTA-C14-1372_Attachment | <p>Attachment. Summary:<br/>Would like to ensure that plans are appropriately linked with other Corridors, especially Corridor A and that literature for all remains consistent.</p>   | Please see the NTA's response to Issue 22 in this report |
| NTA-C14-1376            | <p>I wish to object to removal of trees on Colmcille Ave /Iona Park, &amp; the narrowing of footpaths.<br/>I also object to the change of 208 bus service, we currently have a bus which runs every 10-15 mins down Colmcille Ave, but it is proposed that it will no longer be the case, and will be replaced by No 21, which will only run hourly.<br/>I also object to loss of parking at the shops / businesses at Iona Park, while they are within walking distance for us, that's not the case for all the customers, and this could have a very negative effect for the businesses</p> <p>Dan Murphy</p>  | Please see the NTA's response to Issue 5 in this report  |

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| NTA-C14-1383_Attachment | Attachment. Summary:<br>Suggestion to implement a replanting programme for trees.  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1383_Attachment | Attachment. Summary:<br>Belief that the second draft of the plan lacks cohesion, there is a lack of consistency in road width and cycle lane width.<br>Concern that the feedback from the first consultation surrounding the extension of pedestrian and cyclist infrastructure in the North East was ignored.   | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-1383_Attachment | Attachment. Summary:<br>Support for the regular services that should be delivered by Bus Connects.   | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1383_Attachment | Attachment. Summary:<br>Suggestion to restrict illegal vehicle footpath mounting between Dillons Cross and St Joseph Church, as this happens often when traffic and buses get stuck travelling in opposite directions.   | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1383_Attachment | Attachment. Summary:<br>Concern regarding the allowance of vehicles through the designated quiet road on Wellington Road and Middle Glanmire Road, as it won't protect cyclists and will not increase participation.<br>Concern that there is no fully protected cycle route within the proposals  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1383_Attachment | Attachment. Summary:<br>Suggestion to implement a traffic monitoring system to show how often the buses are held up between Dillons Cross and St Joseph's Church.  | Please see the NTA's response to Issue 21 in this report |
| NTA-C14-644_Attachment  | NTA Submission 23.05.2023 -<br>Please see attached .<br>Eugene Glendon   | Please see the NTA's response to Issue 19 in this report |



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|                         | [personal information redacted] Connaught Place,<br>Wellington Road ,<br>Cork  |  |
| NTA-C14-644_Attachment  | NTA Submission 23.05.2023 -<br>Please see attached .<br>Eugene Glendon<br>[personal information redacted] Connaught Place,<br>Wellington Road ,<br>Cork  | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-644_Attachment  | NTA Submission 23.05.2023 -<br>Please see attached .<br>Eugene Glendon<br>[personal information redacted] Connaught Place,<br>Wellington Road ,<br>Cork  | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-644_Attachment  | NTA Submission 23.05.2023 -<br>Please see attached .<br>Eugene Glendon<br>[personal information redacted] Connaught Place,<br>Wellington Road ,<br>Cork  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1185_Attachment | Hi<br>Please see below another submission on<br>Mayfield<br>Blackpool<br>General Comments<br>I hope that a 3rd round of public consultation is also considered.<br>Kind Regards<br>John<br>Cllr John Maher | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1185_Attachment | Hi<br>Please see below another submission on<br>Mayfield<br>Blackpool<br>General Comments<br>I hope that a 3rd round of public consultation is also considered.<br>Kind Regards<br>John<br>Cllr John Maher | Please see the NTA's response to Issue 22 in this report |
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| <p>NTA-C14-1185_Attachment</p> | <p>Hi<br/>                 Please see below another submission on<br/>                 Mayfield<br/>                 Blackpool<br/>                 General Comments<br/>                 I hope that a 3rd round of public consultation is also considered.<br/>                 Kind Regards<br/>                 John<br/>                 Cllr John Maher</p>  | <p>Please see the NTA's response to Issue 17 in this report</p> |
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| <p>NTA-C14-1190</p>            | <p>I was born on Colmcille Avenue and have seen many changes in my neighbourhood over the years, but the changes proposed by the NTA are the most radical yet and will affect me and my neighbours in hugely significant ways.<br/>                 Removal of on-street parking: My sister and I live in our family home and this is where our extended family gathers. Our brothers and our many nieces and nephews visit regularly. We have only one extra parking space in our driveway, so where are all the others going to park for family get-togethers and frequent visits? We and our aging neighbours will face loneliness and isolation if this parking ban goes ahead. Where will tradesmen park if we need work done? Where will the doctor park if a home visit is needed? Where will the</p> | <p>Please see the NTA's response to Issue 19 in this report</p> |

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|                     | <p>priest park to visit aging or sick residents?</p> <p>There are also young families living here and a parking ban will make life very difficult for them. The alternative parking suggested by the NTA in Iona Green does not exist, as residents of that area need the available parking.</p> <p>My neighbours and I rely heavily on the businesses at the top of our street, the chemist, the hairdresser and the butcher in particular. If parking outside these businesses is removed, they will have fewer customers and will face the real possibility of closure as a result. Again, this will hugely affect me, my family and my neighbours. Mayfield has already lost two banks. We do not want to lose any more businesses.</p> <p>2. Cycle lanes:</p> <p>The gradient on Colmcille Avenue is extremely steep and as a result VERY FEW cyclists use this road. Any increase in the number of cyclists envisaged by the NTA simply WILL NOT HAPPEN. Also, there are alternative routes that cyclists could use, for example Sli Gartan, a quiet street parallel to Colmcille Avenue where cycle lanes would not be required as there is very little traffic, or Middle Glanmire Road, which the NTA has designated as a cycle route.</p> <p>3. Removal of trees:</p> <p>Our street was once lined with magnificent Cherry trees. Cork City Council removed most of these trees without consultation and never replaced them. ALL FOUR remaining trees are now to be removed just to put in a cycle lane that WILL NEVER BE USED as the NTA envisages.</p> <p>4. Changes to our bus service:</p> <p>For decades there has been a relatively reliable bus service to Colmcille Avenue and surrounding areas, which enables residents, especially the elderly and disabled, to travel easily to town and to the doctor and hospital appointments etc. At the moment the 208 comes every 10-15 minutes. Now it is proposed that an HOURLY service will replace the 208 on Colmcille Avenue. This whole NTA plan is designed to get people out of their cars and onto buses. The proposed change will have the opposite effect. Also, the proposed new bus service will not bring people directly to CUH, as the 208 does. Another reason for people to use their cars and not the bus.</p> <p>5. Removal of speed ramps:</p> <p>Colmcille Avenue resembled a race track until the Council put in speed ramps last year. Now we have a better chance of crossing the street without being killed. The removal of the ramps will result in increased speed and renewed danger to pedestrians.</p> <p>6. The provision of a path through the large green park adjoining Colmcille Avenue:</p> <p>Nobody I know in this area requested or wants this path, least of all those living on the edge of the park It will lead to unwanted gatherings and anti-social behaviour.</p> <p>I ask the NTA to revisit their plans for my area and to take into account the genuine concerns and fears of the residents. We are not against positive change, but there is very little of a positive nature in these plans.</p> |  |
| <p>NTA-C14-1190</p> | <p>I was born on Colmcille Avenue and have seen many changes in my neighbourhood over the years, but the changes proposed by the NTA are the most radical yet and will affect me and my neighbours in hugely significant ways.</p> <p>Removal of on-street parking: My sister and I live in our family home and this is where our extended family gathers. Our brothers and our many nieces and nephews visit regularly. We have only one extra parking space in our driveway, so where are all the others going to park for family get-togethers and frequent visits? We and our aging neighbours will face loneliness and isolation if this parking ban goes ahead. Where will tradesmen park if we need work done? Where will the doctor park if a home visit is needed? Where will the priest park to visit aging or sick residents?</p> <p>There are also young families living here and a parking ban will make life very difficult for them. The alternative parking suggested by the NTA in Iona Green does not exist, as residents of that area need the available parking.</p> <p>My neighbours and I rely heavily on the businesses at the top of our street, the chemist, the hairdresser and the butcher in particular. If parking outside these businesses is removed, they will have fewer customers and will face the real possibility of closure as a result. Again, this will hugely affect me, my family and my neighbours. Mayfield has already lost two banks. We do not want to lose any more businesses.</p>  | <p>Please see the NTA's response to Issue 3 in this report</p> |

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| <p>NTA-C14-1190</p> | <p>I was born on Colmcille Avenue and have seen many changes in my neighbourhood over the years, but the changes proposed by the NTA are the most radical yet and will affect me and my neighbours in hugely significant ways.</p> <p>Removal of on-street parking: My sister and I live in our family home and this is where our extended family gathers. Our brothers and our many nieces and nephews visit regularly. We have only one extra parking space in our driveway, so where are all the others going to park for family get-togethers and frequent visits? We and our aging neighbours will face loneliness and isolation if this parking ban goes ahead. Where will tradesmen park if we need work done? Where will the doctor park if a home visit is needed? Where will the priest park to visit aging or sick residents?</p> <p>There are also young families living here and a parking ban will make life very difficult for them. The alternative parking suggested by the NTA in Iona Green does not exist, as residents of that area need the available parking.</p> <p>My neighbours and I rely heavily on the businesses at the top of our street, the chemist, the hairdresser and the butcher in particular. If parking outside these businesses is removed, they will have fewer customers and will face the real possibility of closure as a result. Again, this will hugely affect me, my family and my neighbours. Mayfield has already lost two banks. We do not want to lose any more businesses.</p> <p>2. Cycle lanes:<br/>                 The gradient on Colmcille Avenue is extremely steep and as a result VERY FEW cyclists use this road. Any increase in the number of cyclists envisaged by the NTA simply WILL NOT HAPPEN. Also, there are alternative routes that cyclists could use, for example Sli Gartan, a quiet street parallel to Colmcille Avenue where cycle lanes would not be required as there is very little traffic, or Middle Glanmire Road, which the NTA has designated as a cycle route.</p> <p>3. Removal of trees:<br/>                 Our street was once lined with magnificent Cherry trees. Cork City Council removed most of these trees without consultation and never replaced them. ALL FOUR remaining trees are now to be removed just to put in a cycle lane that WILL NEVER BE USED as the NTA envisages.</p> <p>4. Changes to our bus service:<br/>                 For decades there has been a relatively reliable bus service to Colmcille Avenue and surrounding areas, which enables residents, especially the elderly and disabled, to travel easily to town and to the doctor and hospital appointments etc. At the moment the 208 comes every 10-15 minutes. Now it is proposed that an HOURLY service will replace the 208 on Colmcille Avenue. This whole NTA plan is designed to get people out of their cars and onto buses. The proposed change will have the opposite effect. Also, the proposed new bus service will not bring people directly to CUH, as the 208 does. Another reason for people to use their cars and not the bus.</p> <p>5. Removal of speed ramps:<br/>                 Colmcille Avenue resembled a race track until the Council put in speed ramps last year. Now we have a better chance of crossing the street without being killed. The removal of the ramps will result in increased speed and renewed danger to pedestrians.</p> <p>6. The provision of a path through the large green park adjoining Colmcille Avenue:<br/>                 Nobody I know in this area requested or wants this path, least of all those living on the edge of the park It will lead to unwanted gatherings and anti-social behaviour.</p> | <p>Please see the NTA's response to Issue 9 in this report</p> |



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| <p>NTA-C14-1190</p> | <p>I was born on Colmcille Avenue and have seen many changes in my neighbourhood over the years, but the changes proposed by the NTA are the most radical yet and will affect me and my neighbours in hugely significant ways.</p> <p>Removal of on-street parking: My sister and I live in our family home and this is where our extended family gathers. Our brothers and our many nieces and nephews visit regularly. We have only one extra parking space in our driveway, so where are all the others going to park for family get-togethers and frequent visits? We and our aging neighbours will face loneliness and isolation if this parking ban goes ahead. Where will tradesmen park if we need work done? Where will the doctor park if a home visit is needed? Where will the priest park to visit aging or sick residents?</p> <p>There are also young families living here and a parking ban will make life very difficult for them. The alternative parking suggested by the NTA in Iona Green does not exist, as residents of that area need the available parking.</p> <p>My neighbours and I rely heavily on the businesses at the top of our street, the chemist, the hairdresser and the butcher in particular. If parking outside these businesses is removed, they will have fewer customers and will face the real possibility of closure as a result. Again, this will hugely affect me, my family and my neighbours. Mayfield has already lost two banks. We do not want to lose any more businesses.</p> <p>2. Cycle lanes:<br/>         The gradient on Colmcille Avenue is extremely steep and as a result VERY FEW cyclists use this road. Any increase in the number of cyclists envisaged by the NTA simply WILL NOT HAPPEN. Also, there are alternative routes that cyclists could use, for example Sli Gartan, a quiet street parallel to Colmcille Avenue where cycle lanes would not be required as there is very little traffic, or Middle Glanmire Road, which the NTA has designated as a cycle route.</p> <p>3. Removal of trees:<br/>         Our street was once lined with magnificent Cherry trees. Cork City Council removed most of these trees without consultation and never replaced them. ALL FOUR remaining trees are now to be removed just to put in a cycle lane that WILL NEVER BE USED as the NTA envisages.</p> <p>4. Changes to our bus service:<br/>         For decades there has been a relatively reliable bus service to Colmcille Avenue and surrounding areas, which enables residents, especially the elderly and disabled, to travel easily to town and to the doctor and hospital appointments etc. At the moment the 208 comes every 10-15 minutes. Now it is proposed that an HOURLY service will replace the 208 on Colmcille Avenue. This whole NTA plan is designed to get people out of their cars and onto buses. The proposed change will have the opposite effect. Also, the proposed new bus service will not bring people directly to CUH, as the 208 does. Another reason for people to use their cars and not the bus.</p> <p>5. Removal of speed ramps:<br/>         Colmcille Avenue resembled a race track until the Council put in speed ramps last year. Now we have a better chance of crossing the street without being killed. The removal of the ramps will result in increased speed and renewed danger to pedestrians.</p> <p>6. The provision of a path through the large green park adjoining Colmcille Avenue:<br/>         Nobody I know in this area requested or wants this path, least of all those living on the edge of the park It will lead to unwanted gatherings and anti-social behaviour.</p> <p>I ask the NTA to revisit their plans for my area and to take into account the genuine concerns and fears of the residents. We are not against positive change, but there is very little of a positive nature in these plans.</p> | <p>Please see the NTA's response to Issue 11 in this report</p> |
| <p>NTA-C14-1190</p> | <p>I was born on Colmcille Avenue and have seen many changes in my neighbourhood over the years, but the changes proposed by the NTA are the most radical yet and will affect me and my neighbours in hugely significant ways.</p> <p>Removal of on-street parking: My sister and I live in our family home and this is where our extended family gathers. Our brothers and our many nieces and nephews visit regularly. We have only one extra parking space in our driveway, so where are all the others going</p>   | <p>Please see the NTA's response to Issue 12 in this report</p> |

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| <p>NTA-C14-1190</p> | <p>I was born on Colmcille Avenue and have seen many changes in my neighbourhood over the years, but the changes proposed by the NTA are the most radical yet and will affect me and my neighbours in hugely significant ways.</p> <p>Removal of on-street parking: My sister and I live in our family home and this is where our extended family gathers. Our brothers and our many nieces and nephews visit regularly. We have only one extra parking space in our driveway, so where are all the others going to park for family get-togethers and frequent visits? We and our aging neighbours will face loneliness and isolation if this parking ban goes ahead. Where will tradesmen park if we need work done? Where will the doctor park if a home visit is needed? Where will the priest park to visit aging or sick residents?</p> <p>There are also young families living here and a parking ban will make life very difficult for them. The alternative parking suggested by the NTA in Iona Green does not exist, as residents of that area need the available parking.</p> <p>My neighbours and I rely heavily on the businesses at the top of our street, the chemist, the hairdresser and the butcher in particular. If parking outside these businesses is removed, they will have fewer customers and will face the real possibility of closure as a result.</p>   | <p>Please see the NTA's response to Issue 14 in this report</p> |

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|                     | <p>Again, this will hugely affect me, my family and my neighbours. Mayfield has already lost two banks. We do not want to lose any more businesses.</p> <p>2. Cycle lanes:<br/>             The gradient on Colmcille Avenue is extremely steep and as a result VERY FEW cyclists use this road. Any increase in the number of cyclists envisaged by the NTA simply WILL NOT HAPPEN. Also, there are alternative routes that cyclists could use, for example Sli Gartan, a quiet street parallel to Colmcille Avenue where cycle lanes would not be required as there is very little traffic, or Middle Glanmire Road, which the NTA has designated as a cycle route.</p> <p>3. Removal of trees:<br/>             Our street was once lined with magnificent Cherry trees. Cork City Council removed most of these trees without consultation and never replaced them. ALL FOUR remaining trees are now to be removed just to put in a cycle lane that WILL NEVER BE USED as the NTA envisages.</p> <p>4. Changes to our bus service:<br/>             For decades there has been a relatively reliable bus service to Colmcille Avenue and surrounding areas, which enables residents, especially the elderly and disabled, to travel easily to town and to the doctor and hospital appointments etc. At the moment the 208 comes every 10-15 minutes. Now it is proposed that an HOURLY service will replace the 208 on Colmcille Avenue. This whole NTA plan is designed to get people out of their cars and onto buses. The proposed change will have the opposite effect. Also, the proposed new bus service will not bring people directly to CUH, as the 208 does. Another reason for people to use their cars and not the bus.</p> <p>5. Removal of speed ramps:<br/>             Colmcille Avenue resembled a race track until the Council put in speed ramps last year. Now we have a better chance of crossing the street without being killed. The removal of the ramps will result in increased speed and renewed danger to pedestrians.</p> <p>6. The provision of a path through the large green park adjoining Colmcille Avenue:<br/>             Nobody I know in this area requested or wants this path, least of all those living on the edge of the park It will lead to unwanted gatherings and anti-social behaviour.</p> <p>I ask the NTA to revisit their plans for my area and to take into account the genuine concerns and fears of the residents. We are not against positive change, but there is very little of a positive nature in these plans.</p> |   |
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| NTA-C14-1197 | <p>I would object to no right turn on to the middle glanmire road as this can be the only route for residents living in the vicinity of fordes field</p> <p>I also put my objection in removing parking from Iona road as this would have a detrimental impact on businesses in the vicinity of proposals as the parking is vital to these businesses. And also it allow for on street parking for residents living in the area</p>   | Please see the NTA's response to Issue 6 in this report  |
| NTA-C14-1197 | <p>I would object to no right turn on to the middle glanmire road as this can be the only route for residents living in the vicinity of fordes field</p> <p>I also put my objection in removing parking from Iona road as this would have a detrimental impact on businesses in the vicinity of proposals as the parking is vital to these businesses. And also it allow for on street parking for residents living in the area</p>   | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1197 | <p>I would object to no right turn on to the middle glanmire road as this can be the only route for residents living in the vicinity of fordes field</p> <p>I also put my objection in removing parking from Iona road as this would have a detrimental impact on businesses in the vicinity of proposals as the parking is vital to these businesses. And also it allow for on street parking for residents living in the area</p>   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1341 | <p>As a resident of Gardiner's Hill I welcome the revisions made to the previous scheme which saw a bus corridor and additional carriageway of traffic up to and through St Luke's Cross, and the diversion of traffic along New Road through the small 'triangle' area at the top of Gardiner's Hill. Both of these would have had serious impacts on the quality of life of local residents and the amendments are welcomed.</p> <p>With regard to the currently proposed scheme I would like to highlight the following issue which arises from a new proposal to not allow traffic to make a right hand turn from the top of Summerhill North to the Middle Glanmire Road. It is not clear how vehicles would be expected to access the Middle Glanmire Road on approach from the south or west and it is very likely that the route chosen would be along Gardiner's Hill. Gardiner's Hill has currently only one lane or traffic for both directions which requires drivers to give way when the obstruction (parking) is on their side. This works for the most part given the low level of traffic on the hill, but at busy times around school pickup the hill can become unusable for vehicles. Given the location of the Montenotte Hotel and Health Club, multiple homes, educational institutes and care homes located on the Middle Glanmire Road, the diversion of this volume of traffic along Gardiner's Hill will result in huge difficulties, particularly for residents of the hill and the pre-school, primary and secondary</p>   | Please see the NTA's response to Issue 7 in this report  |

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|              | <p>school users.</p> <p>Regarding any proposed works to St Luke's Cross itself, including 'Public Realm works including improved and enhanced street spaces and landscaping', I would encourage the NTA to design pedestrian friendly solutions, with traffic calming, as there is a very high footfall in our area including locally to shops and schools and those walking in and out of town. Any proposals should bear in mind that this area is located within an Architectural Conservation Area and retains a strong special character and identity which should not be impacted by removal of historic features, use of inappropriate materials or visual clutter such as excessive signage, road markings, lighting etc.</p>  |  |
| NTA-C14-1341 | <p>As a resident of Gardiner's Hill I welcome the revisions made to the previous scheme which saw a bus corridor and additional carriageway of traffic up to and through St Luke's Cross, and the diversion of traffic along New Road through the small 'triangle' area at the top of Gardiner's Hill. Both of these would have had serious impacts on the quality of life of local residents and the amendments are welcomed.</p> <p>With regard to the currently proposed scheme I would like to highlight the following issue which arises from a new proposal to not allow traffic to make a right hand turn from the top of Summerhill North to the Middle Glanmire Road. It is not clear how vehicles would be expected to access the Middle Glanmire Road on approach from the south or west and it is very likely that the route chosen would be along Gardiner's Hill. Gardiner's Hill has currently only one lane or traffic for both directions which requires drivers to give way when the obstruction (parking) is on their side. This works for the most part given the low level of traffic on the hill, but at busy times around school pickup the hill can become unusable for vehicles. Given the location of the Montenotte Hotel and Health Club, multiple homes, educational institutes and care homes located on the Middle Glanmire Road, the diversion of this volume of traffic along Gardiner's Hill will result in huge difficulties, particularly for residents of the hill and the pre-school, primary and secondary school users.</p> <p>Regarding any proposed works to St Luke's Cross itself, including 'Public Realm works including improved and enhanced street spaces and landscaping', I would encourage the NTA to design pedestrian friendly solutions, with traffic calming, as there is a very high footfall in our area including locally to shops and schools and those walking in and out of town. Any proposals should bear in mind that this area is located within an Architectural Conservation Area and retains a strong special character and identity which should not be impacted by removal of historic features, use of inappropriate materials or visual clutter such as excessive signage, road markings, lighting etc.</p> | Please see the NTA's response to Issue 8 in this report  |
| NTA-C14-1341 | <p>As a resident of Gardiner's Hill I welcome the revisions made to the previous scheme which saw a bus corridor and additional carriageway of traffic up to and through St Luke's Cross, and the diversion of traffic along New Road through the small 'triangle' area at the top of Gardiner's Hill. Both of these would have had serious impacts on the quality of life of local residents and the amendments are welcomed.</p> <p>With regard to the currently proposed scheme I would like to highlight the following issue which arises from a new proposal to not allow traffic to make a right hand turn from the top of Summerhill North to the Middle Glanmire Road. It is not clear how vehicles would be expected to access the Middle Glanmire Road on approach from the south or west and it is very likely that the route chosen would be along Gardiner's Hill. Gardiner's Hill has currently only one lane or traffic for both directions which requires drivers to give way when the obstruction (parking) is on their side. This works for the most part given the low level of traffic on the hill, but at busy times around school pickup the hill can become unusable for vehicles. Given the location of the Montenotte Hotel and Health Club, multiple homes, educational institutes and care homes located on the Middle Glanmire Road, the diversion of this volume of traffic along Gardiner's Hill will result in huge difficulties, particularly for residents of the hill and the pre-school, primary and secondary school users.</p> <p>Regarding any proposed works to St Luke's Cross itself, including 'Public Realm works including improved and enhanced street spaces and landscaping', I would encourage the NTA to design pedestrian friendly solutions, with traffic calming, as there is a very high footfall in our area including locally to shops and schools and those walking in and out of town. Any proposals should bear in mind that this area is located within an Architectural Conservation Area and retains a strong special character and identity which should not</p>   | Please see the NTA's response to Issue 15 in this report |

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| NTA-C14-1341 | <p>As a resident of Gardiner's Hill I welcome the revisions made to the previous scheme which saw a bus corridor and additional carriageway of traffic up to and through St Luke's Cross, and the diversion of traffic along New Road through the small 'triangle' area at the top of Gardiner's Hill. Both of these would have had serious impacts on the quality of life of local residents and the amendments are welcomed.</p> <p>With regard to the currently proposed scheme I would like to highlight the following issue which arises from a new proposal to not allow traffic to make a right hand turn from the top of Summerhill North to the Middle Glanmire Road. It is not clear how vehicles would be expected to access the Middle Glanmire Road on approach from the south or west and it is very likely that the route chosen would be along Gardiner's Hill. Gardiner's Hill has currently only one lane of traffic for both directions which requires drivers to give way when the obstruction (parking) is on their side. This works for the most part given the low level of traffic on the hill, but at busy times around school pickup the hill can become unusable for vehicles. Given the location of the Montenotte Hotel and Health Club, multiple homes, educational institutes and care homes located on the Middle Glanmire Road, the diversion of this volume of traffic along Gardiner's Hill will result in huge difficulties, particularly for residents of the hill and the pre-school, primary and secondary school users.</p> <p>Regarding any proposed works to St Luke's Cross itself, including 'Public Realm works including improved and enhanced street spaces and landscaping', I would encourage the NTA to design pedestrian friendly solutions, with traffic calming, as there is a very high footfall in our area including locally to shops and schools and those walking in and out of town. Any proposals should bear in mind that this area is located within an Architectural Conservation Area and retains a strong special character and identity which should not be impacted by removal of historic features, use of inappropriate materials or visual clutter such as excessive signage, road markings, lighting etc.</p> | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1374 | <p>We are an elderly couple, one who has severe spinal issues causing permanent mobility issues.<br/>We greatly rely on the accessibility of parking conveniently and safely outside the local shops, businesses, and pharmacy on Colmcille Ave.</p> <p>Currently we have a very efficient bus service, which can take us for appointments to the CUH and a convenient bus stop that is adjacent to our home, the loss of which would be detrimental to us both.</p> <p>We as residents are very proud of the beautiful surrounding area in which we live with its well established trees and green areas and we wish to retain all of this.</p> <p>Colmcille Ave has a busy daily footfall of both elderly and young people, and often pupils from the nearby organisation that care for people with varying levels of disabilities. The reduction in width of footpaths would hinder the amt of people able to access the footpath in a uniform line, this is required by some with additional needs who require assistance when walking.</p> <p>Whilst we all wish to see progress in the world, I feel this new plan in its entirety will be counter productive to said progress.<br/>Kevin and Deirdre O Keeffe.</p>  | Please see the NTA's response to Issue 2 in this report  |
| NTA-C14-1374 | <p>We are an elderly couple, one who has severe spinal issues causing permanent mobility issues.<br/>We greatly rely on the accessibility of parking conveniently and safely outside the local shops, businesses, and pharmacy on Colmcille Ave.</p> <p>Currently we have a very efficient bus service, which can take us for appointments to the CUH and a convenient bus stop that is adjacent to our home, the loss of which would be detrimental to us both.</p> <p>We as residents are very proud of the beautiful surrounding area in which we live with its well established trees and green areas and we wish to retain all of this.</p> <p>Colmcille Ave has a busy daily footfall of both elderly and young people, and often pupils from the nearby organisation that care for people with varying levels of disabilities. The reduction in width of footpaths would hinder the amt of people able to access the</p>  | Please see the NTA's response to Issue 5 in this report  |



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|              | <p>footpath in a uniform line, this is required by some with additional needs who require assistance when walking.<br/>Whilst we all wish to see progress in the world , I feel this new plan in its entirety will be counter productive to said progress .<br/>Kevin and Deirdre O Keeffe .</p>   |  |
| NTA-C14-1374 | <p>We are an elderly couple, one who has severe spinal issues causing permanent mobility issues.<br/>We greatly rely on the accessibility of parking conveniently and safely outside the local shops, businesses, and pharmacy on Colmcille Ave.<br/>Currently we have a very efficient bus service, which can take us for appointments to the CUH and a convenient bus stop that is adjacent to our home, the loss of which would be detrimental to us both.<br/>We as residents are very proud of the beautiful surrounding area in which we live with its well established trees and green areas and we wish to retain all of this.<br/>Colmcille Ave has a busy daily footfall of both elderly and young people, and often pupils from the nearby organisation that care for people with varying levels of disabilities.The reduction in width of footpaths would hinder the amt of people able to access the footpath in a uniform line, this is required by some with additional needs who require assistance when walking.<br/>Whilst we all wish to see progress in the world , I feel this new plan in its entirety will be counter productive to said progress .<br/>Kevin and Deirdre O Keeffe .</p>  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1374 | <p>We are an elderly couple, one who has severe spinal issues causing permanent mobility issues.<br/>We greatly rely on the accessibility of parking conveniently and safely outside the local shops, businesses, and pharmacy on Colmcille Ave.<br/>Currently we have a very efficient bus service, which can take us for appointments to the CUH and a convenient bus stop that is adjacent to our home, the loss of which would be detrimental to us both.<br/>We as residents are very proud of the beautiful surrounding area in which we live with its well established trees and green areas and we wish to retain all of this.<br/>Colmcille Ave has a busy daily footfall of both elderly and young people, and often pupils from the nearby organisation that care for people with varying levels of disabilities.The reduction in width of footpaths would hinder the amt of people able to access the footpath in a uniform line, this is required by some with additional needs who require assistance when walking.<br/>Whilst we all wish to see progress in the world , I feel this new plan in its entirety will be counter productive to said progress .<br/>Kevin and Deirdre O Keeffe .</p>  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1391 | <p>These comments are from a resident who prefers to walk or use the bus for travel to the city but who needs a car for shopping or for visiting relatives. The population along the Mayfield-City Corridor has decreased over the last 30 years even with the newer residences constructed in Lotabeg and Banduff in particular. This 'greying' of the population should be taken into account when designing/implementing the proposals.<br/>General comments on the consultation document:<br/>Thank you for the opportunity to learn about/discuss the proposals in the Mayfield GAA Club. The document maps are difficult to interpret easily (naturally as one is trying to show great distances on an A4 page) and open to confusion by some of the plans eg: Map 6 indicates that there is no left turn up Gordons Hill and also no left turn down Gordon's Hill. I understand there is a 'timing effect' as both restrictions apply at different times but this will not be apparent to most motorists.<br/>Some implications of the age profile in the area:<br/>Many of the children who grew up in the area now live outside the area and have to visit their parents by car. The proposal to abolish parking (by installing cycle lanes) along the road outside their parents' houses will cause great inconvenience to the residents. Where a child still lives at home if they need a car there will not be able to park outside (unless there is more than one car space available in their driveway).<br/>There is a major plan to increase the number of cycle ways along the route to facilitate cyclists. Before I moved into the area some 40 years ago I was a regular cyclist - however the number of hills in the area meant that I had to stop cycling shortly after my arrival here.</p> | Please see the NTA's response to Issue 2 in this report  |



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| NTA-C14-1392 | <p>I feel the proposal to have no right-turn onto Middle Glanmire Road is ludicrous. There are 9 housing estates as well as a nursing home, Cope Foundation with numerous special schools, like Montenotte Local and Beech Hill Garden Centre all in the area. You can still travel across St Lukes from Wellington Road side and this will result in people travelling Wellington Road and causing severe traffic congestion on that road. I walk the Middle Glanmire Road daily and the only cyclists (bare a few) are Deliveroo and Just Eat drivers. Please reconsider this ludicrous suggestions.</p>  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1393 | <p>We badly need more Park and Ride spaces on the North Side and in every large suburb. Also prohibitive parking fees in the city centre, and also between St Joseph's Church and the city centre, so that we can enjoy some real bus lanes.</p>  | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1394 | <p>Dear folks,</p> <p>I have a car, but only walk, or cycle or take the bus between Mayfield and the city. Of course, it is often quicker to walk than use the bus because there are NO BUS LANES on that route, because there are too many cars parked all along. Also, you need an education campaign, with posters and radio/TV ads to remind car drivers that a bus should always have right-of-way over a car, and to remind them that cars are NEVER allowed to stop/park in a yellow box, or at a bus stop, or in a bus lane!! Why not give bus drivers the right to take a photograph and send it directly to the Guardian for an on-the-spot fine?</p> <p>Keep up the good work.</p>   | Please see the NTA's response to Issue 22 in this report |
| NTA-C14-1394 | <p>Dear folks,</p> <p>I have a car, but only walk, or cycle or take the bus between Mayfield and the city. Of course, it is often quicker to walk than use the bus because there are NO BUS LANES on that route, because there are too many cars parked all along. Also, you need an education campaign, with posters and radio/TV ads to remind car drivers that a bus should always have right-of-way over a car, and to remind them that cars are NEVER allowed to stop/park in a yellow box, or at a bus stop, or in a bus lane!! Why not give bus drivers the right to take a photograph and send it directly to the Guardian for an on-the-spot fine?</p> <p>Keep up the good work.</p>   | Please see the NTA's response to Issue 1 in this report  |



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| NTA-C14-1394 | <p>Dear folks,</p> <p>I have a car, but only walk, or cycle or take the bus between Mayfield and the city. Of course, it is often quicker to walk than use the bus because there are NO BUS LANES on that route, because there are too many cars parked all along. Also, you need an education campaign, with posters and radio/TV ads to remind car drivers that a bus should always have right-of-way over a car, and to remind them that cars are NEVER allowed to stop/park in a yellow box, or at a bus stop, or in a bus lane!! Why not give bus drivers the right to take a photograph and send it directly to the Guardian for an on-the-spot fine?</p> <p>Keep up the good work.</p>   | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1463 | <p>Dear Mr Brennan,</p> <p>You may remember we met briefly at the end of the recent consultation phase at Mayfield GAA Club. Our Residents Association did not have advance information on the night and I attended a little late for the full meeting. I have since consulted members of our Residents association and utilising the booklets have briefed on the overall proposals. In general we welcome the plan and the impact on city residents into the future. There is however one aspect which we would like reconsidered - The right turn at St Lukes.</p> <p>Our Estate has 66 houses with approx 250 residents and in excess of 100 motor vehicles. There are diverse areas of employment stretching from Bishopstown to Little Island within the city and as far as Macroom &amp; Carrigaline . We estimate approx 40% of vehicles will make the journey through St Lukes Cross each morning and evening. The impact of not having a right turn when coming from the city direction will place an additional 40/50 vehicles on the Ballyhooley Rd ,Dillons Cross, Old Youghal Rod and Murmount Lawn and back along Middle Glanmire Rd to Ardnalee. This will impact on what is a Bus Connect Route along Ballyhooley Rd and Old Youghal Rd , the latter especially due to the choke effect on the narrow stretch up to Murmount Lawn from Dillons Cross.</p> <p>We hope that our observation may be considered within the overall plan as it will have a major impact on on the city access to our homes.</p> <p>Yours sincerely,<br/>Brian Lenihan</p> | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1463 | <p>Dear Mr Brennan,</p> <p>You may remember we met briefly at the end of the recent consultation phase at Mayfield GAA Club. Our Residents Association did not have advance information on the night and I attended a little late for the full meeting. I have since consulted members of our Residents association and utilising the booklets have briefed on the overall proposals. In general we welcome the plan and the impact on city residents into the future. There is however one aspect which we would like reconsidered - The right turn at St Lukes.</p> <p>Our Estate has 66 houses with approx 250 residents and in excess of 100 motor vehicles. There are diverse areas of employment stretching from Bishopstown to Little Island within the city and as far as Macroom &amp; Carrigaline . We estimate approx 40% of vehicles will make the journey through St Lukes Cross each morning and evening. The impact of not having a right turn when coming from the city direction will place an additional 40/50 vehicles on the Ballyhooley Rd ,Dillons Cross, Old Youghal Rod and Murmount Lawn and back along Middle Glanmire Rd to Ardnalee. This will impact on what is a Bus Connect Route along Ballyhooley Rd and Old Youghal Rd , the latter especially due to the choke effect on the narrow stretch up to Murmount Lawn from Dillons Cross.</p> <p>We hope that our observation may be considered within the overall plan as it will have a major impact on on the city access to our homes.</p> <p>Yours sincerely,<br/>Brian Lenihan</p> | Please see the NTA's response to Issue 20 in this report |



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| NTA-C14-1464            | <p>Dear Sir/Madam,</p> <p>Regarding Public Consultation on BusConnects Cork Sustainable Transport Corridors / B. Mayfield &gt; City Preferred Route Option</p> <p>We live on Summerhill North and would like to make the following submission in relation to Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>We understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service. In this context, we are fully supportive of the revised plan for Summerhill North.</p> <p>We believe the current proposal of a peak time bus gate balances the need to improve the bus routes on Summerhill North without adversely impacting local residents.</p> <p>We note page 19 of the Draft Plan states that the proposed works in the area will include "Public Realm works including improved and enhanced street spaces and landscaping". We welcome this initiative to improve the public realm along Summerhill North.</p> <p>We look forward to working with the NTA in ensuring that the final design remains a positive development for our community and the city as a whole.</p> <p>Yours faithfully,<br/>Ciaran &amp; Cynthia Coyne</p> | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1465_Attachment | <p>Attachment. Summary:</p> <p>Concerns there would be major inconvenience to residents of the Military Hill and St Lukes area. Disrupting the access of elderly residents to services at St Luke's Cross.</p> <p>Concern the BusConnects project will destroy the way of life of residents.</p> <p>Due to steep topography, elderly residents need access to be able to drive to local chemists and shop, vital to their wellbeing.</p> <p>Concern changes to Military Hill will lock elderly residents in their homes.</p>  | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1465_Attachment | <p>Attachment. Summary:</p> <p>Concern the disruption will not improve the bus service through St Luke's Cross any more than previous attempts.</p> <p>Concern lack of bus alternatives for older people up steep hills.</p>  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1465_Attachment | <p>Attachment. Summary:</p> <p>Request for bus shelters</p>   | Please see the NTA's response to Issue 4 in this report  |
| NTA-C14-1465_Attachment | <p>Attachment. Summary:</p> <p>Concerns plans will adversely effect property values</p>   | Please see the NTA's response to Issue 13 in this report |
| NTA-C14-1465_Attachment | <p>Attachment. Summary:</p> <p>Safety concerns regarding the danger of proposals.</p> <p>Concern for the removal of the left hand turn from Middle Glanmire Road onto Summer Hill North, and the increase in risk for head-on collisions.</p>   | Please see the NTA's response to Issue 18 in this report |

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| NTA-C14-1465_Attachment | <p>Attachment. Summary:</p> <p>There is already a traffic light for pedestrians on Montenotte Hill. Concern that there is no issue with the current pedestrian flow on Military Hill, but it is a blind intersection, and should not be tampered with as it will cause more issues.</p>   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1465_Attachment | <p>Attachment. Summary:</p> <p>Concern regarding parking at St Luke's Cross due to the limited access to Wellington Road, and previous changes to the area. Concern even further reduction in parking in the area will cause lack of parking for residents and businesses, increase of illegal parking, and impact on businesses</p>  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1465_Attachment | <p>Attachment. Summary:</p> <p>Concern cycling in the area is not going to be used. Current cycle lanes in the St Luke's area not used.</p>   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1467            | <p>Could this type of system provide transport in Cork in the not-too-distant future? Along with the other listed benefits vehicle size could help where roads are narrow. For example, the road from St.Luke's to St.Joseph's church?</p> <p>Ray McCarthy</p>  | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1468            | <p>My initial concerns pertain to the adverse impact on both traffic flow and local accessibility that will likely stem from any ban on the right hand turn from St. Luke's to the Middle Glanmire Road, and/or from any ban on a left hand turn from the Old Youghal Road down Gordons Hill. I would urge that further consideration be given to this proposed revision, and further consultation be afforded with all stakeholders to ensure that a safe and viable solution can be reached.</p> <p>I would also like to share my concerns with respect to the likely impact of this proposal on the holistic wellbeing of residents. Inclusion and accessibility need to be kept to the fore in any reconfiguration. Ease of access is critical for those dependent on public transport. I would urge you to consider the adverse impact for residents that would accompany the proposed changes to the 208 route. This route currently enables many people to travel directly to CUH for medical appointments. The proposed revision will adversely impact many who depend on this much needed service. I would also ask that consideration be given to the adverse impact in terms of access to local businesses. As a regular user of the pharmacy on Iona Road, I have grave concerns about the proposal to remove on street parking in this area, and also have concerns with respect to the proposal to narrow footpaths in the surrounding vicinity. The pharmacy provides a much needed service to families in the surrounding area. As a long term client of the pharmacy, I need to park in immediate proximity to collect medical products which exceed up to 30kg at a time. It is essential not just for me, but for many others, that on street parking is retained so access to this critical service is maintained. The pharmacy is at heart of this community and I would urge that due consideration be given to the adverse impact on public health if access to this service is removed or compromised in any manner.</p> <p>I would respectfully ask that consideration be given to providing designated parking spaces for wheelchair users outside the pharmacy, and that the width of the footpath be retained to allow for ease of access, and not reduced as proposed. I would also ask that any proposed revisions also take into consideration the adverse fiscal impact for local businesses if customers cannot access same as a result of no on street parking.</p> <p>These businesses are at the heart of our communities and form the cornerstone of community life. While I am all for development, I would strongly that further time be taken to consider the concerns expressed by many residents and businesses who will be directly impacted by these proposed revisions.</p> <p>Thanking you in advance for your consideration.</p> | Please see the NTA's response to Issue 2 in this report  |

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| NTA-C14-1471 | <p>Hello,</p> <p>My area (Ballyvolane) has been slightly neglected by the plans, the area is dominated by cars and cut off from the City by the North Ring Rd.</p> <p>This road is not a national road but has more traffic than some national roads but doesn't get the funding a national road gets.</p> <p>As you can see from this picture, there is already land owned by the council that could easily be converted into a cycle track adjacent to the footpath.</p> <p>This road is dangerous, I have been in 3 accidents as a passenger on this road and had several near misses, two of these were from red light breakers who were later prosecuted, the other was someone doing a dangerous overtake and scraped the side of a car.</p> <p>This road connects thousands of people living in the suburbs to the city and they do not feel safe cycling on this road, it's narrow and people often go 80-100 on this 60km/h road treating it like a dual carriageway.</p> <p>This is an easy win, the land is there, it's not in front of anyone's houses – it doesn't require the removal of any road space or footpaths.</p> <p>This area is NEGLECTED and deserves some funding, the footpath pictured below isn't even 100% wheelchair accessible due to high kerbs, the pedestrian crossing by the Dunnes stores is on grass and not a dipped kerb.</p> <p>This route would promote cycling, help reduce congestion and connect up with other cycle lanes (Ballyhooly Rd, Proposed traffic calming in Dublin St)</p> <p>I have even made a video explaining the route into the city and how I am forced to use the footpath:<br/> <a href="https://www.youtube.com/watch?v=0FfdJdUPyuo">https://www.youtube.com/watch?v=0FfdJdUPyuo</a></p> <p>Regards,<br/>Jordan.</p>   | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1468 | <p>My initial concerns pertain to the adverse impact on both traffic flow and local accessibility that will likely stem from any ban on the right hand turn from St. Luke's to the Middle Glanmire Road, and/or from any ban on a left hand turn from the Old Youghal Road down Gordons Hill. I would urge that further consideration be given to this proposed revision, and further consultation be afforded with all stakeholders to ensure that a safe and viable solution can be reached.</p> <p>I would also like to share my concerns with respect to the likely impact of this proposal on the holistic wellbeing of residents. Inclusion and accessibility need to be kept to the fore in any reconfiguration. Ease of access is critical for those dependent on public transport. I would urge you to consider the adverse impact for residents that would accompany the proposed changes to the 208 route. This route currently enables many people to travel directly to CUH for medical appointments. The proposed revision will adversely impact many who depend on this much needed service. I would also ask that consideration be given to the adverse impact in terms of access to local businesses. As a regular user of the pharmacy on Iona Road, I have grave concerns about the proposal to remove on street parking in this area, and also have concerns with respect to the proposal to narrow footpaths in the surrounding vicinity. The pharmacy provides a much needed service to families in the surrounding area. As a long term client of the pharmacy, I need to park in immediate proximity to collect medical products which exceed up to 30kg at a time. It is essential not just for me, but for many others, that on street parking is retained so access to this critical service is maintained. The pharmacy is at heart of this community and I would urge that due consideration be given to the adverse impact on public health if access to this service is removed or compromised in any manner.</p> <p>I would respectfully ask that consideration be given to providing designated parking spaces for wheelchair users outside the pharmacy, and that the width of the footpath be retained to allow for ease of access, and not reduced as proposed.</p> | Please see the NTA's response to Issue 5 in this report  |

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|                     | <p>I would also ask that any proposed revisions also take into consideration the adverse fiscal impact for local businesses if customers cannot access same as a result of no on street parking.</p> <p>These businesses are at the heart of our communities and form the cornerstone of community life. While I am all for development, I would strongly that further time be taken to consider the concerns expressed by many residents and businesses who will be directly impacted by these proposed revisions.</p> <p>Thanking you in advance for your consideration.</p>   |  |
| <p>NTA-C14-1468</p> | <p>My initial concerns pertain to the adverse impact on both traffic flow and local accessibility that will likely stem from any ban on the right hand turn from St. Luke's to the Middle Glanmire Road, and/or from any ban on a left hand turn from the Old Youghal Road down Gordons Hill. I would urge that further consideration be given to this proposed revision, and further consultation be afforded with all stakeholders to ensure that a safe and viable solution can be reached.</p> <p>I would also like to share my concerns with respect to the likely impact of this proposal on the holistic wellbeing of residents. Inclusion and accessibility need to be kept to the fore in any reconfiguration. Ease of access is critical for those dependent on public transport. I would urge you to consider the adverse impact for residents that would accompany the proposed changes to the 208 route. This route currently enables many people to travel directly to CUH for medical appointments. The proposed revision will adversely impact many who depend on this much needed service.</p> <p>I would also ask that consideration be given to the adverse impact in terms of access to local businesses. As a regular user of the pharmacy on Iona Road, I have grave concerns about the proposal to remove on street parking in this area, and also have concerns with respect to the proposal to narrow footpaths in the surrounding vicinity. The pharmacy provides a much needed service to families in the surrounding area. As a long term client of the pharmacy, I need to park in immediate proximity to collect medical products which exceed up to 30kg at a time. It is essential not just for me, but for many others, that on street parking is retained so access to this critical service is maintained.</p> <p>The pharmacy is at heart of this community and I would urge that due consideration be given to the adverse impact on public health if access to this service is removed or compromised in any manner.</p> <p>I would respectfully ask that consideration be given to providing designated parking spaces for wheelchair users outside the pharmacy, and that the width of the footpath be retained to allow for ease of access, and not reduced as proposed.</p> <p>I would also ask that any proposed revisions also take into consideration the adverse fiscal impact for local businesses if customers cannot access same as a result of no on street parking.</p> <p>These businesses are at the heart of our communities and form the cornerstone of community life. While I am all for development, I would strongly that further time be taken to consider the concerns expressed by many residents and businesses who will be directly impacted by these proposed revisions.</p> <p>Thanking you in advance for your consideration.</p> | <p>Please see the NTA's response to Issue 6 in this report</p> |
| <p>NTA-C14-1468</p> | <p>My initial concerns pertain to the adverse impact on both traffic flow and local accessibility that will likely stem from any ban on the right hand turn from St. Luke's to the Middle Glanmire Road, and/or from any ban on a left hand turn from the Old Youghal Road down Gordons Hill. I would urge that further consideration be given to this proposed revision, and further consultation be afforded with all stakeholders to ensure that a safe and viable solution can be reached.</p> <p>I would also like to share my concerns with respect to the likely impact of this proposal on the holistic wellbeing of residents. Inclusion and accessibility need to be kept to the fore in any reconfiguration. Ease of access is critical for those dependent on public transport. I would urge you to consider the adverse impact for residents that would accompany the proposed changes to the 208 route. This route currently enables many people to travel directly to CUH</p>   | <p>Please see the NTA's response to Issue 7 in this report</p> |

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|                            | <p>businesses who will be directly impacted by these proposed revisions.<br/>                 Thanking you in advance for your consideration.</p>   |   |
| <p><b>NTA-C14-1468</b></p> | <p>My initial concerns pertain to the adverse impact on both traffic flow and local accessibility that will likely stem from any ban on the right hand turn from St. Luke's to the Middle Glanmire Road, and/or from any ban on a left hand turn from the Old Youghal Road down Gordons Hill. I would urge that further consideration be given to this proposed revision, and further consultation be afforded with all stakeholders to ensure that a safe and viable solution can be reached.</p> <p>I would also like to share my concerns with respect to the likely impact of this proposal on the holistic wellbeing of residents. Inclusion and accessibility need to be kept to the fore in any reconfiguration. Ease of access is critical for those dependent on public transport. I would urge you to consider the adverse impact for residents that would accompany the proposed changes to the 208 route. This route currently enables many people to travel directly to CUH for medical appointments. The proposed revision will adversely impact many who depend on this much needed service. I would also ask that consideration be given to the adverse impact in terms of access to local businesses. As a regular user of the pharmacy on Iona Road, I have grave concerns about the proposal to remove on street parking in this area, and also have concerns with respect to the proposal to narrow footpaths in the surrounding vicinity. The pharmacy provides a much needed service to families in the surrounding area. As a long term client of the pharmacy, I need to park in immediate proximity to collect medical products which exceed up to 30kg at a time. It is essential not just for me, but for many others, that on street parking is retained so access to this critical service is maintained. The pharmacy is at heart of this community and I would urge that due consideration be given to the adverse impact on public health if access to this service is removed or compromised in any manner. I would respectfully ask that consideration be given to providing designated parking spaces for wheelchair users outside the pharmacy, and that the width of the footpath be retained to allow for ease of access, and not reduced as proposed. I would also ask that any proposed revisions also take into consideration the adverse fiscal impact for local businesses if customers cannot access same as a result of no on street parking. These businesses are at the heart of our communities and form the cornerstone of community life. While I am all for development, I would strongly that further time be taken to consider the concerns expressed by many residents and businesses who will be directly impacted by these proposed revisions.<br/>                 Thanking you in advance for your consideration.</p> | <p>Please see the NTA's response to Issue 11 in this report</p> |
| <p><b>NTA-C14-1468</b></p> | <p>My initial concerns pertain to the adverse impact on both traffic flow and local accessibility that will likely stem from any ban on the right hand turn from St. Luke's to the Middle Glanmire Road, and/or from any ban on a left hand turn from the Old Youghal Road down Gordons Hill. I would urge that further consideration be given to this proposed revision, and further consultation be afforded with all stakeholders to ensure that a safe and viable solution can be reached.</p> <p>I would also like to share my concerns with respect to the likely impact of this proposal on the holistic wellbeing of residents. Inclusion and accessibility need to be kept to the fore in any reconfiguration. Ease of access is critical for those dependent on public transport. I would urge you to consider the adverse impact for residents that would accompany the proposed changes to the 208 route. This route currently enables many people to travel directly to CUH for medical appointments. The proposed revision will adversely impact many who depend on this much needed service. I would also ask that consideration be given to the adverse impact in terms of access to local businesses. As a regular user of the pharmacy on Iona Road, I have grave concerns about the proposal to remove on street parking in this area,</p>   | <p>Please see the NTA's response to Issue 15 in this report</p> |

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|                         | <p>and also have concerns with respect to the proposal to narrow footpaths in the surrounding vicinity. The pharmacy provides a much needed service to families in the surrounding area. As a long term client of the pharmacy, I need to park in immediate proximity to collect medical products which exceed up to 30kg at a time. It is essential not just for me, but for many others, that on street parking is retained so access to this critical service is maintained. The pharmacy is at heart of this community and I would urge that due consideration be given to the adverse impact on public health if access to this service is removed or compromised in any manner.</p> <p>I would respectfully ask that consideration be given to providing designated parking spaces for wheelchair users outside the pharmacy, and that the width of the footpath be retained to allow for ease of access, and not reduced as proposed. I would also ask that any proposed revisions also take into consideration the adverse fiscal impact for local businesses if customers cannot access same as a result of no on street parking.</p> <p>These businesses are at the heart of our communities and form the cornerstone of community life. While I am all for development, I would strongly that further time be taken to consider the concerns expressed by many residents and businesses who will be directly impacted by these proposed revisions.</p> <p>Thanking you in advance for your consideration.</p> |  |
| NTA-C14-1469_Attachment | <p>Attachment. Summary:</p> <p>Support for the Scheme and aims to improve public transport, fully supportive for the revised plans for Summerhill North. Thanks to the NTA for engaging positively with residents. Welcomes further consultation and improved public realm and use of bus gates.</p>   | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1472_Attachment | <p>Attachment. Summary:</p> <p>Support for the Scheme and aims to improve public transport, fully supportive for the revised plans for Summerhill North. Thanks to the NTA for engaging positively with residents. Welcomes further consultation and improved public realm and use of bus gate</p>   | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1473_Attachment | <p>Attachment. Summary:</p> <p>Support for the introduction of cycle lanes in Mayfield and the effort, intent and quality of presentation materials.</p>   | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1473_Attachment | <p>Attachment. Summary:</p> <p>Comment for the understanding of the removal of trees on Colmcille Avenue, but comments on the replanting of trees as part of the Scheme and the new planting of 20+ trees on Sli Gartan Road.</p>  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1473_Attachment | <p>Attachment. Summary:</p> <p>Concern for parking removal between Sli Gartan and Inis Eoghain on Colmcille Avenue, do to residents needing on road parking.</p>   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1473_Attachment | <p>Attachment. Summary:</p> <p>Suggestion to alter the planned segregated cycle track by providing a quiet street to utilise sli gartan and Inis Eoghain, to alleviate on-street parking issue on Colmcille Avenue between these two roads.</p> <p>Another option to use quiet street on li Gartan and Kerry Road, wth introduction of speed bumps.</p> <p>Another option to use a diagonal path across the green at Iona Park, as a combined cycle track and pathway.</p>   | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1474_Attachment | <p>Hugh,</p> <p>I met with residents of Colmcille Avenue yesterday and we discussed the plans and their concerns for about 90 minutes. The primary concerns shared among residents is the loss of on-street parking due to the addition of cycle lanes.</p> <p>However, there are other issues that I think can be improved also:</p>  | Please see the NTA's response to Issue 11 in this report |



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|                     | <p>Concern that the removal of bus gates from the western end of Old Youghal Road will encourage private traffic along Colmcille Avenue to circumvent the bus gate at the eastern end of Old Youghal Road. Can the location of bus gates be tweaked to prevent this?</p> <p>The need for additional pedestrian crossings, especially from the new car park to across to the shopping area at the northern end of Colmcille Avenue. Can this be added?</p> <p>The loss of existing speed ramps. Can the proposed pedestrian crossings be made into table tops for this purpose?</p> <p>The route of a pathway through the park is something to discuss with local residents as the gradients within the park is something to consider with local knowledge.</p> <p>The narrowing of footpaths at the shopping area approaching the junction with Old Youghal Road and the loss of short-term/set-down parking at this location (e.g. 15-minute parking bays). Would it be possible to re-examine the public realm in this area to support a shopping district?</p> <p>In relation to the last point, for example, maintaining wider footpaths in front of the shops, instating short-term parking, maintaining the trees (which aren't proposed to be removed), by creating a shared street in front of the shops for cyclists and motorists. The street already narrows around the shops and traffic slows down naturally because of this and the approach to the junction.</p> <p>Specific local issues to note is the nearby location of the COPE foundation and the frequent and regular use of footpaths in the locality by people with disabilities travelling in groups. The reduction in footpath widths is something significant from this perspective as well as generally.</p> <p>The loss of the 208 bus service to the street is a further bone of contention and residents want to know the proposed new bus stop locations, etc. that they will now need to use. Waiting facilities at these bus stops may be more important if residents must now travel further.</p> <p style="text-align: center;">Cycle infrastructure</p> <p>The provision of cycle lanes is the greatest point of contention by residents. Primarily this is to do with loss of on-street parking. However, there are other reasons. One of the most significant is the loss of four trees, one of which is very mature and particularly loved. The narrowing of footpath widths is another.</p> <p>Some thoughts on this is to ask if a downhill cycle lane is necessary here? Particularly if the street was traffic calmed in other ways (e.g. the effect of bus gates on Old Youghal Road, the provision of table tops, and reducing the speed limit to 30km/h).</p> <p>The gradient is approx. 4%, speaking personally, I'm always up at about 30km/h going downhill here. After Kerry Road the environment changes and an eastbound cycle lane could/should pick up again.</p> <p style="text-align: center;">Many thanks,</p> <p style="text-align: center;">Oliver</p> |   |
| <p>NTA-C14-1475</p> | <p style="text-align: center;">Dear Sir/Madam,<br/>                 Submission to the Public Consultation on the BusConnects Cork Sustainable Transport Corridors / B. Mayfield &gt; City Preferred Route Option</p>   | <p style="text-align: center;">Please see the NTA's response to Issue 20 in this report</p> |

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|                     | <p>As a resident of the Summerhill North/St Lukes area I would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>I understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context I am fully supportive of the revised plan for Summerhill North. I would like to thank the NTA for engaging positive with our residents’ association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the addition of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and reduction in footpath widths.</p> <p>I believe the current proposal will deliver the requisite efficiency in terms of bus service by way of a peak time bus gate and will not have a disproportionately detrimental impact on the residents of Summerhill North. Summerhill North is an Architectural Conservation Area as well as a vibrant and sustainable urban village. We have a diverse and multi-generational community, which we intend to protect and foster. As a resident of this active and closeknit community, I am happy to support proposals such as the current BusConnects plan that lead to greater community cohesion and sustainability.</p> <p>I note page 19 of the Draft Plan states that the proposed works in the area will include “Public Realm works including improved and enhanced street spaces and landscaping”. I would strongly welcome this initiative to improve the public realm along Summerhill North.</p> <p>I look forward to working with the NTA in ensuring that the final design remains a positive development for our community and the city as a whole.</p> <p>Yours faithfully<br/>                 Pauline Ryan</p> |   |
| <p>NTA-C14-1475</p> | <p>Dear Sir/Madam,</p> <p>Submission to the Public Consultation on the BusConnects Cork Sustainable Transport Corridors / B. Mayfield &gt; City Preferred Route Option</p> <p>As a resident of the Summerhill North/St Lukes area I would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>I understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context I am fully supportive of the revised plan for Summerhill North. I would like to thank the NTA for engaging positive with our residents’ association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the addition of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and reduction in footpath widths.</p> <p>I believe the current proposal will deliver the requisite efficiency in terms of bus service by way of a peak time bus gate and will not have a disproportionately detrimental impact on the residents of Summerhill North. Summerhill North is an Architectural Conservation Area as well as a vibrant and sustainable urban village. We have a diverse and multi-generational</p>  | <p>Please see the NTA's response to Issue 17 in this report</p> |

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| <p><b>NTA-C14-1476</b></p>            | <p>I added a submission for the Bus Connects in favour of the changes being made to York Hill. I live on York Terrace. My understanding is that there will be a bollard put in the road so only bikes and pedestrians can use it, as outlined below. I discussed this with my neighbours on the Terrace and there was general approval for it. So, my only question is, can you put this in place tomorrow?</p> <p>The traffic is a bit of mess at peak times and cars enter the hill from Summerhill at speed and can be dangerous for cyclists (many on the terrace are cyclists) and pedestrians.</p> <p>Kind Regards,<br/>                 Philip Nathan</p>   | <p>Please see the NTA's response to Issue 20 in this report</p> |
| <p><b>NTA-C14-1477_Attachment</b></p> | <p>Dear Sir/Madam,</p> <p>Submission to the Public Consultation on the BusConnects Cork Sustainable Transport Corridors / B. Mayfield &gt; City Preferred Route Option</p> <p>As a resident of the Summerhill North/St Lukes area I would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>I understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context I am fully supportive of the revised plan for Summerhill North. I would like to thank the NTA for engaging positive with our residents' association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the addition of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and reduction in footpath widths.</p> <p>I believe the current proposal will deliver the requisite efficiency in terms of bus service by way of a peak time bus gate and will not have a disproportionately detrimental impact on the residents of Summerhill North. Summerhill North is an Architectural Conservation Area as well as a vibrant and sustainable urban village. We have a diverse and multi-generational community, which we intend to protect and foster. As a resident of this active and closeknit community, I am happy to support proposals such as the current BusConnects plan that lead to greater community cohesion and sustainability.</p> <p>I note page 19 of the Draft Plan states that the proposed works in the area will include "Public Realm works including improved and enhanced street spaces and landscaping". I would</p> | <p>Please see the NTA's response to Issue 20 in this report</p> |

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|                                | <p>strongly welcome this initiative to improve the public realm along Summerhill North. I look forward to working with the NTA in ensuring that the final design remains a positive development for our community and the city as a whole.</p> <p>Yours faithfully<br/>Sarah I. Kelly</p>  |  |
| <b>NTA-C14-1477_Attachment</b> | <p>Dear Sir/Madam,</p> <p>Submission to the Public Consultation on the BusConnects Cork Sustainable Transport Corridors / B. Mayfield &gt; City Preferred Route Option</p> <p>As a resident of the Summerhill North/St Lukes area I would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>I understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context I am fully supportive of the revised plan for Summerhill North. I would like to thank the NTA for engaging positive with our residents' association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the addition of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and reduction in footpath widths.</p> <p>I believe the current proposal will deliver the requisite efficiency in terms of bus service by way of a peak time bus gate and will not have a disproportionately detrimental impact on the residents of Summerhill North. Summerhill North is an Architectural Conservation Area as well as a vibrant and sustainable urban village. We have a diverse and multi-generational community, which we intend to protect and foster. As a resident of this active and closeknit community, I am happy to support proposals such as the current BusConnects plan that lead to greater community cohesion and sustainability.</p> <p>I note page 19 of the Draft Plan states that the proposed works in the area will include "Public Realm works including improved and enhanced street spaces and landscaping". I would strongly welcome this initiative to improve the public realm along Summerhill North.</p> <p>I look forward to working with the NTA in ensuring that the final design remains a positive development for our community and the city as a whole.</p> <p>Yours faithfully<br/>Sarah I. Kelly</p> | Please see the NTA's response to Issue 17 in this report |
| <b>NTA-C14-1478</b>            | <p>I object to the proposal of the bus connect from Mayfield to the city.</p> <p>As a resident of Colmcille Avenue, I will lose parking outside my house. I have no alternative parking space. No drive going into my house.</p> <p>I will lose the No.208 bus route that brings me to work.</p> <p>Sarah McDermott</p>  | Please see the NTA's response to Issue 5 in this report  |
| <b>NTA-C14-1479</b>            | <p>[translated] new service. We thank you for all your hard work, your approach, your professionalism and your patience!</p> <p>The only concern or question we have is will the tickets be reasonably priced or what approach will be taken with regard to the purchasing of tickets?</p>   | Please see the NTA's response to Issue 20 in this report |

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|                     | <p>Many thanks,<br/>                 The Ó Murchú family</p>  |   |
| <p>NTA-C14-1480</p> | <p>To whom it may concern,</p> <p>I am emailing regarding the proposed changes to bus routes and cycle lane on Colmcille Avenue, Iona Park and surrounding areas. As a sole carer for an elderly Aunt I feel these changes would have a significant impact on her. She is a resident of Colmcille Ave for over 50 years. She is a widow with no children. She tries to be as independent as possible, using all local amenities ie. hairdressers, post office, credit union, shops, chemist, doctor etc. These are on foot and she is mostly comfortable doing these outings as she is so familiar with the routes, roads and footpaths. Her eyesight is deteriorating. Her only other mode of transport would be the use of the local bus service, which to be fair is a very regular, reliable service.</p> <p>Whilst I understand that communities are being developed and upgraded at times and mostly for the better, consideration has to be taken when such areas like Colmcille Ave/Iona Park and surrounding areas that have a predominantly older demographic.</p> <p>Any loss of on street parking due to cycle lanes would hugely impact the lives of people like my Aunt, who depend on a caller to help them with their needs. Any changes to the 208 bus service would also be hugely detrimental to the little independence some of the residents have left.</p> <p>I would respectfully ask that you would reconsider some of the proposed changes considering the large population of elderly residents living there.</p> <p>Thank you for being most accommodating regarding the portal logins.</p> <p>Trish Williams.</p> | <p>Please see the NTA's response to Issue 12 in this report</p> |
| <p>NTA-C14-1480</p> | <p>To whom it may concern,</p> <p>I am emailing regarding the proposed changes to bus routes and cycle lane on Colmcille Avenue, Iona Park and surrounding areas. As a sole carer for an elderly Aunt I feel these changes would have a significant impact on her. She is a resident of Colmcille Ave for over 50 years. She is a widow with no children. She tries to be as independent as possible, using all local amenities ie. hairdressers, post office, credit union, shops, chemist, doctor etc. These are on foot and she is mostly comfortable doing these outings as she is so familiar with the routes, roads and footpaths. Her eyesight is deteriorating. Her only other mode of transport would be the use of the local bus service, which to be fair is a very regular, reliable service.</p> <p>Whilst I understand that communities are being developed and upgraded at times and mostly for the better, consideration has to be taken when such areas like Colmcille Ave/Iona Park and surrounding areas that have a predominantly older demographic.</p> <p>Any loss of on street parking due to cycle lanes would hugely impact the lives of people like my Aunt, who depend on a caller to help them with their needs. Any changes to the 208 bus service would also be hugely detrimental to the little independence some of the residents have left.</p> <p>I would respectfully ask that you would reconsider some of the proposed changes considering the large population of elderly residents living there.</p> <p>Thank you for being most accommodating regarding the portal logins.</p> <p>Trish Williams.</p> | <p>Please see the NTA's response to Issue 22 in this report</p> |
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| NTA-C14-1698 | <p>Hardcopy submission.</p> <p>Summary: Objection to the right turn ban from St Luke's Cross to Middle Glanmire Road, due to turn being vital to residents within the local area</p>  | Please see the NTA's response to Issue 7 in this report |
| NTA-C14-1699 | <p>Hardcopy submission.</p> <p>Summary: Objection to the right turn ban from St Luke's Cross to Middle Glanmire Road, due to turn being vital to residents within the local area</p>  | Please see the NTA's response to Issue 7 in this report |
| NTA-C14-1700 | <p>Hardcopy submission.</p> <p>Summary: Objection to the right turn ban from St Luke's Cross to Middle Glanmire Road, due to turn being vital to residents within the local area</p> <p>Concern proposal will add further traffic to Gardiners Hill, which is already subject to high levels of traffic.</p>  | Please see the NTA's response to Issue 7 in this report |

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| NTA-C14-1700 | Hardcopy submission.<br>Summary: Concern proposal will not reduce car use.  | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1700 | Hardcopy submission.<br>Summary: Request to consider the impact of the Scheme on Vulnerable individuals within the scheme area.   | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1701 | Hardcopy submission.<br>Summary: Support for the aims of BusConnects and approval of the increased frequency and reliability of the bus service in interest of addressing climate change.<br>Full support for the revised plans for Summer Hill North.<br>Thanks for engaging positively with community and finding solutions with issues regarding pedestrian safety and community severence.<br>Bus Gate is suitable for area and will not have a disproportionately negative impact on the residents of Summerhill North<br>Welcomes further improvements to public realm within the area.<br>Welcomes further engagement with the NTA | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1702 | Hardcopy submission.<br>Summary: Concern some of the proposed changes to the route are dangerous.   | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1702 | Hardcopy submission.<br>Summary: Concern the route proposals will inconvenience local residents and disrupt the access to key services at St Lukes for elderly people<br>Concern of loss of access to cars will impact the local community, which currently find the topography challenging for their health by foot.<br>Concern the Scheme's will be to the detriment of residents' way of life as much as possible  | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1702 | Hardcopy submission.<br>Summary: Concern the Scheme will cause more disruption than good and has very little purpose  | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1702 | Hardcopy submission.<br>Summary: Concern the right turn ban from Summerhill North to Middle Glanmire Road will increase air pollution and move traffic onto already busy roads.<br>Comment that an alternative to the ban cannot be routing buses through Montenotte because of lack of space.  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1702 | Hardcopy submission.<br>Summary: Concern parking situation will be made worse on Military Hill due to the proposals limiting access to Wellington Road.<br>Concern that changes to St Luke's Cross will further put pressure on remaining parking on Wellington Road, and increase illegal parking within the area.   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1702 | Hardcopy submission.<br>Summary: Concern that easing pedestrian flow at the bottom of Military Hill is fixing a non-existent issue. Comment that the current intersection is blind and dangerous and should not be changed for spurious purposes, with concerns for reducing access for the elderly from their homes  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1702 | Hardcopy submission.<br>Summary: Concern bike lanes are currently not used within the city and the topography of Cork will not allow for further use of bikes and better access for those with prams or disabled people.<br>Concern these cycle facilities will never be used, example given of the route up hill to Cork Airport.  | Please see the NTA's response to Issue 9 in this report  |



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| NTA-C14-1702 | Hardcopy submission.<br>Summary: Concern businesses will be negatively impacted due to parking removal  | Please see the NTA's response to Issue 6 in this report  |
| NTA-C14-1702 | Hardcopy submission.<br>Summary: Request for proper traffic lights at St Luke's<br>Request for bus shelters   | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1702 | Hardcopy submission.<br>Summary: Concerns that property values will be adversely affected   | Please see the NTA's response to Issue 13 in this report |
| NTA-C14-1703 | Hardcopy submission.<br>Summary: Support for the aims of BusConnects and approval of the increased frequency and reliability of the bus service in interest of addressing climate change.<br>Full support for the revised plans for Summer Hill North.<br>Thanks for engaging positively with community and finding solutions with issues regarding pedestrian safety and community severence.<br>Bus Gate is suitable for area and will not have a disproportionately negative impact on the residents of Summerhill North<br>Welcomes further improvements to public realm within the area.<br>Welcomes further engagement with the NTA | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1704 | Hardcopy submission.<br>Summary: Objection to right turn ban on Middle Glanmire Road, request for its removal due to impact on residents and local businesses   | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1704 | Hardcopy submission.<br>Summary: Objection to cycle lanes on Colmcille Avenue due to demographic of the area and increased congestion concerns  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1704 | Hardcopy submission.<br>Summary: Objection to the removal of car parking due to impact on local businesses and local residents  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1704 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Avenue  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1704 | Hardcopy submission.<br>Summary: Objection to changes to the bus services on Colmcille Avenue   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1704 | Hardcopy submission.<br>Summary: Support for the addition of extra bus stops on Colmcille Avenue  | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1704 | Hardcopy submission.<br>Summary: Concern for safety due to new bus stop location on Colmcille Ave   | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1704 | Hardcopy submission.<br>Summary: Objection to the reduction in footpath width on Colmcille Avenue due to their high usage by local people   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1705 | Hardcopy submission.<br>Summary: Concern adequate consideration has not been given to adding a bus corridor and the impacts on Church Hill, which will further put pressure on the rat run to Lynch tunnel<br>Concern congestion around New Inn School as a result of the bus corridor will negatively impact bus timetables in peak times  | Please see the NTA's response to Issue 7 in this report  |

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| NTA-C14-1705 | Hardcopy submission.<br>Summary: Comment traffic currently ignore the 30kph speed limit on Church Hill and buses would cause grid lock and safety concerns due to impatient drivers trying to over take<br>Concern that the current situation of cars voertaking on solid whitelines will further cause safety concerns with the introduction of bsues  | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1705 | Hardcopy submission.<br>Summary: Request for speed camera to be deployed on Church Hill to enforce speed limits   | Please see the NTA's response to Issue 22 in this report |
| NTA-C14-1705 | Hardcopy submission.<br>Summary: Request for an urgent traffic monitoring survey to establish a baseline of the daily volume of numbers f traffic passing up Church hill, to compare with the introduction of new bus routes.   | Please see the NTA's response to Issue 21 in this report |
| NTA-C14-1705 | Hardcopy submission.<br>Summary: Request for high visibility bollards currently in place on Church Hill introduced to show entrances to properties as well as to minimise overtaking (see Castlejayne example)<br>Request for single decker buses only on this route due to gradient and noise/air pollution concerns.  | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1705 | Hardcopy submission.<br>Summary: Query to whether buses will be electric or diesel  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1706 | Hardcopy submission.<br>Summary: Concern there is no need for traffic lights at St Luke's Cross, with more primary concerns being the lack of traffic regulation observation in the area in relation to double yellow lines as well as cars reversing from parking area, blocking traffic flow.   | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1706 | Hardcopy submission.<br>Summary: Traffic is naturally alleviated by the 207 and 208 bus services stopping at the bus stop by the Post Office. This stop causes a back up traffic onto Ballyhooly Road, as does the pedestrian crossing, allowing for traffic to move unhindered to Middle Glanmire Road.  | Please see the NTA's response to Issue 22 in this report |
| NTA-C14-1706 | Hardcopy submission.<br>Summary: Concern the traffic restriction onto Middle Glanmire Road will result in further traffic build up at Dillon's Cross as well as St Luke's Cross.<br>Concern the ban will slow traffic, cause congestion and result in longer journeys for residents.<br>Query to how additional traffic will affect quiet street route from Murmont Lawn to Middle Galnmire Road.   | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1707 | Hardcopy submission.<br>Summary: Objection to the right turn ban from St Luke's Cross to Middle Glanmire Road, due to turn being vital to residents within the local area   | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1708 | Hardcopy submission.<br>Summary: Objection to the right turn ban from St Luke's Cross to Middle Glanmire Road, due to turn being vital to residents within the local area   | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1709 | Hardcopy submission.<br>Summary: Support for the aims of BusConnects and apporval of the increased frequency and reliability of the bus service in interest of addressing climate change.<br>Full support for the revised plans for Summer Hill North.<br>Thanks for engaging positively with community and finding solutions with issues regarding pedestrian safety and community severence.<br>Bus Gate is suitable for area and will not have a disproportionately negative impact on the residents of Summerhill North | Please see the NTA's response to Issue 20 in this report |

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|              | Welcomes further improvements to public realm within the area.<br>Welcomes further engagement with the NTA  |  |
| NTA-C14-1711 | Hardcopy submission.<br>Summary: Concern for removal of trees on Colmcille Ave/ Iona Park due to them being important and healthy for all life, comment that the road is wide enough currently  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1712 | Hardcopy submission.<br>Summary: Concern removal of parking will negatively effect people with illnesses who have nurses and priests visiting, as well as negatively impacting local shops on Colmcille Ave/ Iona Park                      | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1712 | Hardcopy submission.<br>Summary: Concern for the removal of trees on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1713 | Hardcopy submission.<br>Summary: Concern the health and safety of the route along Colmcille Ave and Iona Park is not being considered   | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1713 | Hardcopy submission.<br>Summary: Concern inadequate services for residents are not being considered on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 6 in this report  |
| NTA-C14-1714 | Hardcopy submission.<br>Summary: Concern Scheme will cause a safety hazard to families living in the residential area of Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1715 | Hardcopy submission.<br>Summary: Concern the Scheme will increase traffic congestion and noise pollution on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1716 | Hardcopy submission.<br>Summary: Objection to the Scheme due to health and safety reasons (Colmcille Ave/Iona Park)   | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1717 | Hardcopy submission.<br>Summary: Objection to the Scheme due to the impact on the elderly and vulnerable who regularly use the 208 bus service, the replacement services does not meet to needs of local people on Colmcille Ave/ Iona Park | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1717 | Hardcopy submission.<br>Summary: Objection to the Scheme due to the removal of the parking on Colmcille Ave/ Iona Park and the impact on local businesses   | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1717 | Hardcopy submission.<br>Summary: Objection to the Scheme due to the impact of bus gates on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1717 | Hardcopy submission.<br>Summary: Objection to the Scheme due to the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1717 | Hardcopy submission.<br>Summary: Question "Who would the walk is [??] really] *unsure of wording*   | Please see the NTA's response to Issue 22 in this report |
| NTA-C14-1718 | Hardcopy submission.<br>Summary: Objection to the Scheme due to changes on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1719 | Hardcopy submission.<br>Summary: Request for no change to current route, to maintain footpaths, trees, and bus route.   | Please see the NTA's response to Issue 1 in this report  |

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| NTA-C14-1720 | Hardcopy submission.<br>Summary: Objection to the removal of trees by the junction from Iona Road.   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1720 | Hardcopy submission.<br>Summary: Concern with no onstreet parking for residents on Colmcille Ave and Iona Park   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1720 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1720 | Hardcopy submission.<br>Summary: Objection to the loss of the 208 bus service on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1721 | Hardcopy submission.<br>Summary: Request to keep trees on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1721 | Hardcopy submission.<br>Summary: Concern traffic will increase on Colmcille Ave/ Iona Park<br>Concern the road will be very dangerous for elderly and young children | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1722 | Hardcopy submission.<br>Summary: Concern the Scheme is dangerous to pedestirans, children and dog walkers on Colmcille Ave/ Iona Park                                | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1722 | Hardcopy submission.<br>Summary: Strong objection to the removal of the 208 bus route on Colmcille Avenue  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1722 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Avenue   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1723 | Hardcopy submission.<br>Summary: Objection to the Scheme due to the increase on traffic on Colmcille Ave and Iona Park   | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1723 | Hardcopy submission.<br>Summary: Objection to the Scheme due to the removal of trees on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1723 | Hardcopy submission.<br>Summary: Objection to the Scheme due to narrowing of footpaths of Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1723 | Hardcopy submission.<br>Summary: Objection to the changes to the bus routes on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1724 | Hardcopy submission.<br>Summary: Concern the proposed changes on Colmcille Ave/ Iona Park will be detrimental to the elderly within the local area                   | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1724 | Hardcopy submission.<br>Summary: Concern for loss of parking on Colmcille Ave  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1724 | Hardcopy submission.<br>Summary: Comment for the importance of footpaths on Colmcille Ave and Iona Park  | Please see the NTA's response to Issue 15 in this report |

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| NTA-C14-1725 | Hardcopy submission.<br>Summary: Concern for the loss of the bus services on Colmcille Ave and Iona Park   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1725 | Hardcopy submission.<br>Summary: Concern for the loss of amenities on Colmcille Ave and Iona Park  | Please see the NTA's response to Issue 6 in this report  |
| NTA-C14-1726 | Hardcopy submission.<br>Summary: Request for no changes to the 208 bus service on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1727 | Hardcopy submission.<br>Summary: Request for no changes to the 208 bus service on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1728 | Hardcopy submission.<br>Summary: Concern for no parking for residents or businesses on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1728 | Hardcopy submission.<br>Summary: Concern for the removal of trees on Colmcille Ave/Iona Park and the impact on the beauty of the estate                        | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1729 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Avenue   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1730 | Hardcopy submission.<br>Summary: Request not to damage the road at Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1731 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Avenue/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1731 | Hardcopy submission.<br>Summary: Objection to the removal of footpaths on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1732 | Hardcopy submission.<br>Summary: Concern the highly populated area of Colmcille Ave/ Iona Park cannot take further development                                 | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1733 | Hardcopy submission.<br>Summary: Request people should be taken into consideration within Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-1733 | Hardcopy submission.<br>Summary: Request for paths to be maintained to benefit the older people within the Colmcille Ave/ Iona Park area                       | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1734 | Hardcopy submission.<br>Summary: Objection to the major changes within the Colmcille Ave/ Iona Park area   | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1734 | Hardcopy submission.<br>Summary: Comment proper consultation with local residents in the Colmcille Ave/ Iona Park area   | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-1735 | Hardcopy submission.<br>Summary: Objection to the major changes within the Colmcille Ave/ Iona Park area, due to no notice and it won't benefit the local area | Please see the NTA's response to Issue 1 in this report  |

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| NTA-C14-1735 | Hardcopy submission.<br>Summary: Objection to the major changes within the Colmcille Ave/ Iona Park area, due to no notice and it won't benefit the local area | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-1736 | Hardcopy submission.<br>Summary: Strong objection to the STCs due to destruction of local trees and environment within the Colmcille/ Iona Park area           | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1737 | Hardcopy submission.<br>Summary: Concern for the loss of the 208 bus service from Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1738 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1739 | Hardcopy submission.<br>Summary: Objection to the loss of the 208 bus stops on Colmcille Ave   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1740 | Hardcopy submission.<br>Summary: Concern for the removal of parking due to the impact on residents and local businesses on Colmcille Ave and Iona Park         | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1741 | Hardcopy submission.<br>Summary: Concern for the removal of trees on Colmcille Ave and Iona Park   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1742 | Hardcopy submission.<br>Summary: Concern for the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1740 | Hardcopy submission.<br>Summary: Concern for the loss of the 208 bus service from Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1741 | Hardcopy submission.<br>Summary: Objection to the proposed plan  | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1742 | Hardcopy submission.<br>Summary: Objection to the removal of parking on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1742 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1743 | Hardcopy submission.<br>Summary: Objection to the removal of parking on Colmcille Ave/ Iona Park for local businesses (Bourkes chemist)                        | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1744 | Hardcopy submission.<br>Summary: Objection to the removal of parking on Colmcille Ave/ Iona Park for local businesses (Bourkes chemist)                        | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1745 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1745 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Iona Park  | Please see the NTA's response to Issue 15 in this report |

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| NTA-C14-1745 | Hardcopy submission.<br>Summary: Objection to the loss of parking on Iona Park   | Please see the NTA's response to Issue 11 in this report                    |
| NTA-C14-1746 | Hardcopy submission.<br>Summary: Objection to the removal of parking on Colmcille Ave/ Iona Park for local businesses (Bourkes chemist)  | Please see the NTA's response to Issue 11 in this report                    |
| NTA-C14-1747 | Hardcopy submission.<br>Summary: Request for no Bus Gates (Colmcille Ave/Iona Park)  | Please see the NTA's response to Issue 7 in this report                     |
| NTA-C14-1747 | Hardcopy submission.<br>Summary: Request for no trees to be taken (Colmcille Ave/ Iona Park)   | Please see the NTA's response to Issue 14 in this report                    |
| NTA-C14-1748 | Hardcopy submission.<br>Summary: Comment that the scheme is a waste of tax payers money and is not desirable, as well as a huge inconvenience for local residents and businesses on Colmcille Ave/ Iona Park | Please see the NTA's response to Issue 1 in this report                     |
| NTA-C14-1748 | Hardcopy submission.<br>Summary: Suggestion to keep space layout the same on Colmcille Ave and to have a bit of give and take  | Please see the NTA's response to Issue 19 in this report                    |
| NTA-C14-1749 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave and Iona Park  | Please see the NTA's response to Issue 14 in this report                    |
| NTA-C14-1749 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave and Iona Park  | Please see the NTA's response to Issue 15 in this report                    |
| NTA-C14-1750 | Hardcopy submission.<br>Summary: Request for no bus gate on Middle Glanmire Road due to loop form Colmcille Ave to Carechoice Care home being necessary  | No bus gates are proposed on Middle Glanmire Road as part of the proposals. |
| NTA-C14-1751 | Hardcopy submission.<br>Summary: Objection due to the lack of parking for local businesses in Iona Park  | Please see the NTA's response to Issue 11 in this report                    |
| NTA-C14-1752 | Hardcopy submission.<br>Summary: Objection due to the lack of parking for local businesses in Iona Park  | Please see the NTA's response to Issue 11 in this report                    |
| NTA-C14-1753 | Hardcopy submission.<br>Summary: Concern for the impact on the local community and the upheaval it will cause within the Colmcille Ave/ Iona Park area   | Please see the NTA's response to Issue 12 in this report                    |
| NTA-C14-1753 | Hardcopy submission.<br>Summary: Concern for the removal of trees, and the further impact on biodiversity and people's wellbeing on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 14 in this report                    |
| NTA-C14-1753 | Hardcopy submission.<br>Summary: Concern for the removal of footpath width on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 15 in this report                    |
| NTA-C14-1754 | Hardcopy submission.<br>Summary: Concern for the removal of "Floura" (trees) along route (Colmcille Ave/Iona Park) and the removal of of beauty within the area.   | Please see the NTA's response to Issue 14 in this report                    |
| NTA-C14-1755 | Hardcopy submission.<br>Summary: Disagreement with the removal of parking within the Colmcille Ave/ Iona Park area   | Please see the NTA's response to Issue 11 in this report                    |



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| NTA-C14-1756 | Hardcopy submission.<br>Summary: Concern with the reduction of footpath width on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1756 | Hardcopy submission.<br>Summary: Concern with the increase in traffic congestion on Colmcille Ave/ Iona Park                                      | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1756 | Hardcopy submission.<br>Summary: Concern with the removal of trees and the impact on clear air this would have on Colmcille Ave/ Iona Park        | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1757 | Hardcopy submission.<br>Summary: Concern for the impact on the mature residential community of the scheme within the Colmcille Ave/Iona Park area | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1757 | Hardcopy submission.<br>Summary: Concern for the removal of the bus service along Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1758 | Hardcopy submission.<br>Summary: Objection to the removal of trees to create a cycle lane on Colmcille Ave/ Iona Park                             | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1758 | Hardcopy submission.<br>Summary: Objection to the creation of a cycle lane on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1759 | Hardcopy submission.<br>Summary: Objection due to the lack of parking for local businesses on Colmcille Ave/ Iona Park                            | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1760 | Hardcopy submission.<br>Summary: Concern the Scheme is not of benefit to everyone   | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1761 | Hardcopy submission.<br>Summary: Concern current plans not applicable to Colmcille/ Iona Park area  | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1762 | Hardcopy submission.<br>Summary: Objection to the trees being removed, destroying the neighbourhood of Colmcille Ave/ Iona Park                   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1762 | Hardcopy submission.<br>Summary: Objection to the removal of parking outside local businesses on Colmcille Ave/ Iona Park                         | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1763 | Hardcopy submission.<br>Summary: Objection to the removal of parking outside local businesses on Colmcille Ave/ Iona Park                         | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1763 | Hardcopy submission.<br>Summary: Objection to the trees being removed, destroying the neighbourhood of Colmcille Ave/ Iona Park                   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1764 | Hardcopy submission.<br>Summary: Comment- no to all the proposals   | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1765 | Hardcopy submission.<br>Summary: Objection to the removal of parking outside local businesses on Colmcille Ave/ Iona Park                         | Please see the NTA's response to Issue 11 in this report |

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| NTA-C14-1766 | Hardcopy submission.<br>Summary: Objection to the Scheme proposals   | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1766 | Hardcopy submission.<br>Summary: Request to maintain slip road onto Summerhill North, at St Luke's   | Please see the NTA's response to Issue 19 in this report   |
| NTA-C14-1766 | Hardcopy submission.<br>Summary: Concern plans on Colmcille Ave do not take into account local people's views and needs  | Please see the NTA's response to Issue 17 in this report   |
| NTA-C14-1767 | Hardcopy submission.<br>Summary: Objection to the removal of parking outside local businesses on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 11 in this report   |
| NTA-C14-1768 | Hardcopy submission.<br>Summary: Concern there is no need for the provision of cycle lanes the entire length of Colmcille Ave, due to the possibility of less than six cyclists using this area per day.   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1768 | Hardcopy submission.<br>Summary: Concern the removal of on street parking will result in loss of local shops on Colmcille Ave  | Please see the NTA's response to Issue 11 in this report   |
| NTA-C14-1768 | Hardcopy submission.<br>Summary: Disagreement with the removal of trees on Colmcille Ave   | Please see the NTA's response to Issue 14 in this report   |
| NTA-C14-1768 | Hardcopy submission.<br>Summary: Concern the reduction in footpath width on Colmcille Avenue will impact elderly people and young children   | Please see the NTA's response to Issue 15 in this report   |
| NTA-C14-1768 | Hardcopy submission.<br>Summary: Suggestion to repair current footpaths rather than reducing the width of Colmcille Ave  | Please see the NTA's response to Issue 19 in this report   |
| NTA-C14-1768 | Hardcopy submission.<br>Summary: Concern for the changes to the bus services<br>Query if people will have to alight from the 208 then get on the 21, causing more disruption, congestion, and delays   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1768 | Hardcopy submission.<br>Summary: Concern with the bus gates<br>Concern with the proposed left turn ban on Old Youghal Road, and the right turn ban onto Middle Glanmire Road.. Concern with how these movements to residential areas are meant to take place | Please see the NTA's response to Issue 7 in this report.<br>No left turn ban on Old Youghal Road is proposed as part of the STC. |
| NTA-C14-1768 | Hardcopy submission.<br>Summary: Concern with the addition of a footpath through the green at Iona Park, concern it will create meeting places for antisocial behaviour and reduce the use of the space  | Please see the NTA's response to Issue 3 in this report  |
| NTA-C14-1710 | Hardcopy submission.<br>Summary: Concern for those with limited mobility being able to access the same routes as buses by car  | Please see the NTA's response to Issue 2 in this report  |
| NTA-C14-1710 | Hardcopy submission.<br>Summary: Concern for the removal of parking outside local businesses and the impact on local residents who use onstreet parking on Colmcille Ave   | Please see the NTA's response to Issue 11 in this report   |
| NTA-C14-1710 | Hardcopy submission.<br>Summary: Concern the cycle facilities only cater for young people who currently do not live in the area and do not benefit the elderly community within the Colmcille Ave/ Iona Park area.   | Please see the NTA's response to Issue 9 in this report  |

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| NTA-C14-1710 | Hardcopy submission.<br>Summary: Support for cycle lanes, where cyclists are in close proximity to the route or areas that are more accessible  | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1710 | Hardcopy submission.<br>Summary: Request to replace broken flagstones on footpaths across Cork, including areas such as Abbey St. (Nano Nagle Place)  | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1769 | Hardcopy submission.<br>Summary: Support for local objections to the Scheme due to the lack of consideration to a highly populated residential community full of families and elderly people within Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1769 | Hardcopy submission.<br>Summary: Concern large volumes of traffic and speeding will result in accidents as well as increases in air and noise pollution within Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1769 | Hardcopy submission.<br>Summary: Request for the area of the parish of Colmcille Ave and Iona Park for remain the same as current<br>Request that the bigger picture is considered more as well as the large volumes of traffic on the North Ring Road and unnecessary travel within the mentioned area | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1770 | Hardcopy submission.<br>Summary: Concern the removal of on street parking will result in loss of local shops on Colmcille Ave   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1770 | Hardcopy submission.<br>Summary: Disagreement with the removal of trees on Colmcille Ave  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1771 | Hardcopy submission.<br>Summary: Request to take into account vulnerable people and those with special needs within the Scheme  | Please see the NTA's response to Issue 2 in this report  |
| NTA-C14-1772 | Hardcopy submission.<br>Summary: Concern the reduction in footpath width on Colmcille Avenue will impact elderly people and young children  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1772 | Hardcopy submission.<br>Summary: Disagreement with the removal of trees on Colmcille Ave  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1773 | Hardcopy submission.<br>Summary: Disagreement with the removal of trees on Colmcille Ave  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1773 | Hardcopy submission.<br>Summary: Concern the removal of on street parking will result in loss of local shops on Colmcille Ave   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1774 | Hardcopy submission.<br>Summary: Objection to the removal of on street parking will result in loss of local shops on Colmcille Ave  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1774 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1775 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave   | Please see the NTA's response to Issue 14 in this report |

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| NTA-C14-1775 | Hardcopy submission.<br>Summary: Objection to the removal of on street parking will result in loss of local shops on Colmcille Ave                | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1776 | Hardcopy submission.<br>Summary: Concern the narrowing of the footpath on Colmcille Ave/Iona Park will endanger families and alienate the elderly | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1776 | Hardcopy submission.<br>Summary: Concern removal of parking on Colmcille Ave/ Iona Park will alienate the elderly                                 | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1777 | Hardcopy submission.<br>Summary: Concern the narrowing of the footpath on Colmcille Ave/Iona Park will endanger the elderly                       | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1778 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave /Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1778 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1779 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1779 | Hardcopy submission.<br>Summary: Objection to the removal of parking due to the impact on local residents on Colmcille Ave                        | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1779 | Hardcopy submission.<br>Summary: Objection to cycle lanes on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1780 | Hardcopy submission.<br>Summary: Objection to cycle lanes on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1780 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave /Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1780 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1780 | Hardcopy submission.<br>Summary: Query as the where residents and businesses are supposed to park on Colmcille Ave/ Iona Park                     | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1781 | Hardcopy submission.<br>Summary: Comment that it is inconsiderate to have no parking in the residential area of Colmcille Ave/ Iona Park          | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1781 | Hardcopy submission.<br>Summary: Concern for removing ramps on Colmcille Ave, speed is dangerous without them                                     | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1781 | Hardcopy submission.<br>Summary: Concern for the removal of 208 bus service from Colmcille Ave  | Please see the NTA's response to Issue 5 in this report  |

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| NTA-C14-1782 | Hardcopy submission.<br>Summary: Objection to the narrowing and removal of footpaths on Colmcille Ave /Iona Park            | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1783 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park                              | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1783 | Hardcopy submission.<br>Summary: Concern for the removal of bus service from Colmcille Ave and the impact on elderly people | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1784 | Hardcopy submission.<br>Summary: Concern for the reduction in footpath width on Colmcille Avenue                            | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1784 | Hardcopy submission.<br>Summary: Disagreement with the removal of trees on Colmcille Ave                                    | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1785 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park                              | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1785 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave /Iona Park                        | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1786 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park                              | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1786 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave /Iona Park                        | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1787 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park                              | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1787 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave /Iona Park                        | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1788 | Hardcopy submission.<br>Summary: Request for no cycle lanes due to restricted space on Colmcille Ave/ Iona Park             | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1789 | Hardcopy submission.<br>Summary: Objection to Scheme on Colmcille Avenue/ Iona Park   | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1790 | Hardcopy submission.<br>Summary: Objection to Scheme on Colmcille Avenue/ Iona Park   | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1791 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave /Iona Park                        | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1791 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park                              | Please see the NTA's response to Issue 14 in this report |

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| NTA-C14-1792 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1792 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave /Iona Park   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1793 | Hardcopy submission.<br>Summary: Concern for the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1793 | Hardcopy submission.<br>Summary: Concern for the narrowing of footpaths on Colmcille Ave /Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1793 | Hardcopy submission.<br>Summary: Concern for the removal of parking for residents and businesses, request for this to be kept on Colmcille Ave/ Iona Park              | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1794 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1794 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave /Iona Park   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1795 | Hardcopy submission.<br>Summary: Concern for the impact on changes to the bus service on Colmcille Ave to the elderly residents and parents with young families        | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1795 | Hardcopy submission.<br>Summary: Concern for the increase of cars on Colmcille Ave & Iona Park and the increase to pollution   | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1795 | Hardcopy submission.<br>Summary: Concern for the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1795 | Hardcopy submission.<br>Summary: Concern narrower footpaths due to cycle lanes on Colmcille Ave/ Iona Park will become a health hazard for elderly and disabled people | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1796 | Hardcopy submission.<br>Summary: Concern for the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1796 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1796 | Hardcopy submission.<br>Summary: Concern for cycle lanes on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1796 | Hardcopy submission.<br>Summary: Concern for the proposed bus gates near Colmcille/ Iona Park  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1797 | Hardcopy submission.<br>Summary: Concern for the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |

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| NTA-C14-1797 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1797 | Hardcopy submission.<br>Summary: Concern for the removal of speed ramps on Colmcille Ave/Iona Park | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1797 | Hardcopy submission.<br>Summary: Concern for the proposed bus gates near Colmcille/ Iona Park      | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1798 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1798 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1798 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park            | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1798 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1799 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1799 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1799 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park            | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1799 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1800 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1800 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1800 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park            | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1800 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1801 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |



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| NTA-C14-1801 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1801 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park            | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1801 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1802 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1802 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1802 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park            | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1802 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1803 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1803 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1803 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park            | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1803 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1804 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1804 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1804 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park            | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1804 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1805 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |

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| NTA-C14-1805 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1805 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park            | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1805 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1806 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1806 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1806 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park            | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1806 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1807 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1807 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1807 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park            | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1807 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1808 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1808 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1808 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park            | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1808 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1809 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |

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| NTA-C14-1809 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1809 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1809 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1810 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1810 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1810 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1810 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1811 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1811 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park due to the terrian and various age and abilites that use the footpaths | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1811 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1811 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1812 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1812 | Hardcopy submission.<br>Summary: Concern to the narrowing of footpaths on Colmcille Ave /Iona Park   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1812 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1812 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1813 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 14 in this report |

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| NTA-C14-1813 | Hardcopy submission.<br>Summary: Objection to the increase in traffic to Colmcille Ave/Iona Park                                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1813 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave/Iona Park                                  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1814 | Hardcopy submission.<br>Summary: Objection to cycle lanes on Colmcille Ave/Iona Park   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1814 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park                                       | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1814 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave/Iona Park due to already minimal amenities | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1815 | Hardcopy submission.<br>Summary: Objection to cycle lanes on Colmcille Ave/Iona Park   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1815 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park                                       | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1815 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave/Iona Park                                  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1816 | Hardcopy submission.<br>Summary: Concern the plan is not of any benefit to the greater Mayfield Area                                 | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1817 | Hardcopy submission.<br>Summary: Concern the plan is not of any benefit to the greater Mayfield Area                                 | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1818 | Hardcopy submission.<br>Summary: Concern for the impact on the residential areas and trading in the Colmcille Ave/ Iona Park area    | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1819 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park                              | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1819 | Hardcopy submission.<br>Summary: Request to keep the bus service as it is currently on Colmcille Ave/ Iona Park                      | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1819 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1820 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave/Iona Park                                  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1820 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park                                       | Please see the NTA's response to Issue 14 in this report |

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| NTA-C14-1821 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1821 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1822 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1822 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1822 | Hardcopy submission.<br>Summary: Objection to the increase in traffic to Colmcille Ave/Iona Park   | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1822 | Hardcopy submission.<br>Summary: Concern for the impact on local "heartbroken" long time residents of Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1823 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1823 | Hardcopy submission.<br>Summary: Objection to cycle lanes on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1824 | Hardcopy submission.<br>Summary: Concern for the impact of the scheme on local car users and the elderly in the Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1825 | Hardcopy submission.<br>Summary: Concern for the impact of the 208 bus route changes on the local community, workers, and children.  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1825 | Hardcopy submission.<br>Summary: Concern for the use of cycle facilities within the Colmcille Ave/Iona Park area due to the topography of the area.  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1825 | Hardcopy submission.<br>Summary: Concern for the impact on the environment due to the removal of trees on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1825 | Hardcopy submission.<br>Summary: Concern for the lack of knowledge of the local area shown within the Scheme plans   | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-1826 | Hardcopy submission.<br>Summary: Objection to the bus stop and bus shelter placement in Colmcille Avenue due to a family home being in the line of vision as the bus shelter, creating discomfort for inhabitants, and concern for antisocial behaviour outside their home | Please see the NTA's response to Issue 4 in this report  |
| NTA-C14-1826 | Hardcopy submission.<br>Summary: Concern for the loss of parking and the impact on local businesses and residents on Colmcille Avenue  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1826 | Hardcopy submission.<br>Summary: Concern for the removal of trees on one side of Colmcille Ave (page 21 of the public consultation)  | Please see the NTA's response to Issue 14 in this report |

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| NTA-C14-1826 | <p>Hardcopy submission.</p> <p>Summary: Concern for the reduction in footpath width on Colmcille Avenue due to the loss of this highly used amenity<br/>Negative impact of the footpath narrowing on the large centre, long term residential units, and respite units for people with special needs</p> <p>Concern for the footpaths being alongside the cycle lanes.</p>  | Please see the NTA's response to Issue 15 in this report       |
| NTA-C14-1826 | <p>Hardcopy submission.</p> <p>Summary: Concern for the lack of a proper safety and risk assessment of usage by cyclists, pedestrians and residents of the topography and area around Colmcille Ave and Iona Park</p> <p>Concern there is a lack of traffic data was submitted by the NTA as part of these proposal. Comment that these plans were put in place without the proper evidence to back them up</p>  | Please see the NTA's response to Issue 21 in this report       |
| NTA-C14-1826 | <p>Hardcopy submission.</p> <p>Summary: Concern for the changes to the 208 bus service, and the loss to the local community for access to different destinations, as well as not promoting public transport use</p>  | Please see the NTA's response to Issue 5 in this report        |
| NTA-C14-1826 | <p>Hardcopy submission.</p> <p>Summary: Concern the proposed right turn ban onto Middle Glanmire Road will have effects on the safety of all road users, and the risk of illegal U turns, have negative impacts on the journey times of local residents accessing their homes, will increase volumes of traffic on Old Youghal Road and Dillons Cross and will not improve bus time and survives.</p> <p>Concern the two bus gates on Old Youghal Road will increase traffic on Colmcille Avenue despite the NTA confirming it will not despite current traffic levels. Concern that it will cause issues for entering and exiting driveways</p> <p>Concern the straight ahead restrictions on Ballyhooly Road and the bus gate in the same location as well as the left turn ban on Old Youghal Road will further increase traffic with the local area.</p> | Please see the NTA's response to Issue 7 and 18 in this report |
| NTA-C14-1826 | <p>Hardcopy submission.</p> <p>Summary: Concern Colmcille Avenue residents are being unfairly penalised for the negative impacts of the wider scheme</p>   | Please see the NTA's response to Issue 1 in this report        |
| NTA-C14-1827 | <p>Hardcopy submission.</p> <p>Summary: Objection to the bus stop and bus shelter placement in Colmcille Avenue due to a family home being in the line of vision as the bus shelter, creating discomfort for inhabitants, and concern for antisocial behaviour outside their home</p>  | Please see the NTA's response to Issue 4 in this report        |
| NTA-C14-1827 | <p>Hardcopy submission.</p> <p>Summary: Concern for the loss of parking and the impact on local businesses and residents on Colmcille Avenue</p>   | Please see the NTA's response to Issue 11 in this report       |
| NTA-C14-1827 | <p>Hardcopy submission.</p> <p>Summary: Concern for the removal of trees on Colmcille Ave</p>  | Please see the NTA's response to Issue 14 in this report       |
| NTA-C14-1827 | <p>Hardcopy submission.</p> <p>Summary: Concern for the reduction in footpath width on Colmcille Avenue due to the loss of this highly used amenity<br/>Negative impact of the footpath narrowing on the large centre, long term residential units, and respite units for people with special needs</p> <p>Concern for the footpaths being alongside the cycle lanes.</p>  | Please see the NTA's response to Issue 15 in this report       |
| NTA-C14-1827 | <p>Hardcopy submission.</p> <p>Summary: Concern for the lack of a proper safety and risk assessment of usage by cyclists, pedestrians and residents of the topography and area around Colmcille Ave and Iona Park</p> <p>Concern there is a lack of traffic data was submitted by the NTA as part of these proposal. Comment that these plans were put in place without the proper evidence to back them up</p>  | Please see the NTA's response to Issue 21 in this report       |

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| NTA-C14-1827 | Hardcopy submission.<br>Summary: Concern for the changes to the 208 bus service, and the loss to the local community for access to different destinations, as well as not promoting public transport use   | Please see the NTA's response to Issue 5 in this report        |
| NTA-C14-1827 | Hardcopy submission.<br>Summary: Concern the proposed right turn ban onto Middle Glanmire Road will have effects on the safety of all road users, and the risk of illegal U turns, have negative impacts on the journey times of local residents accessing their homes, will increase volumes of traffic on Old Youghal Road and Dillons Cross and will not improve bus time and survives.<br>Concern the two bus gate s on Old Youghal Road will increase traffic on Colmcille Avenue despite the NTA confirming it will not despite current traffic levels. Concern that it will cause issues for entering and exiting driveways<br>Concern the straight ahead restrictions on Ballyhooly Road and the bus gate in the same location as well as the left turn ban on Old Youghal Road will further increase traffic with the local area. | Please see the NTA's response to Issue 7 and 18 in this report |
| NTA-C14-1827 | Hardcopy submission.<br>Summary: Concern Colmcille Avenue residents are being unfairly penalised for the negative impacts of the wider scheme  | Please see the NTA's response to Issue 1 in this report        |
| NTA-C14-1828 | Hardcopy submission.<br>Summary: Objection to the bus stop and bus shelter placement in Colmcille Avenue due to a family home being in the line of vision as the bus shelter, creating discomfort for inhabitants, and concern for antisocial behaviour outside their home   | Please see the NTA's response to Issue 4 in this report        |
| NTA-C14-1828 | Hardcopy submission.<br>Summary: Concern for the loss of parking and the impact on local businesses and residents on Colmcille Avenue  | Please see the NTA's response to Issue 11 in this report       |
| NTA-C14-1828 | Hardcopy submission.<br>Summary: Concern for the removal of trees on one side of Colmcille Ave (page 21 of the public consultation)  | Please see the NTA's response to Issue 14 in this report       |
| NTA-C14-1828 | Hardcopy submission.<br>Summary: Concern for the reduction in footpath width on Colmcille Avenue due to the loss of this highly used amenity<br>Negative impact of the footpath narrowing on the large centre, long term residential units, and respite units for people with special needs<br>Concern for the footpaths being alognside the cycle lanes.  | Please see the NTA's response to Issue 15 in this report       |
| NTA-C14-1828 | Hardcopy submission.<br>Summary: Concern for the lack of a proper safety and risk assessment of usage by cyclists, pedestrians and residents of the topography and area around Colmcille Ave and Iona Park<br>Concern there is a lack of traffic data was submitted by the NTA as part of these proposal. Comment that these plans were put in place without the proper evidence to back them up   | Please see the NTA's response to Issue 21 in this report       |
| NTA-C14-1828 | Hardcopy submission.<br>Summary: Concern for the changes to the 208 bus service, and the loss to the local community for access to different destinations, as well as not promoting public transport use   | Please see the NTA's response to Issue 5 in this report        |
| NTA-C14-1828 | Hardcopy submission.<br>Summary: Concern the proposed right turn ban onto Middle Glanmire Road will have effects on the safety of all road users, and the risk of illegal U turns, have negative impacts on the journey times of local residents accessing their homes, will increase volumes of traffic on Old Youghal Road and Dillons Cross and will not improve bus time and survives.<br>Concern the two bus gate s on Old Youghal Road will increase traffic on Colmcille Avenue despite the NTA confirming it will not despite current traffic levels. Concern that it will cause issues for entering and exiting driveways<br>Concern the straight ahead restrictions on Ballyhooly Road and the bus gate in the same location as well as the left turn ban on Old Youghal Road will further increase traffic with the local area. | Please see the NTA's response to Issue 7 and 18 in this report |



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| NTA-C14-1828 | Hardcopy submission.<br>Summary: Concern Colmcille Avenue residents are being unfairly penalised for the negative impacts of the wider scheme  | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1829 | Hardcopy submission.<br>Summary: Concern the scheme design is not considerate to the Colmcille and Iona park area  | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1829 | Hardcopy submission.<br>Summary: Concern the lack of parking will impact residents and businesses  | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1829 | Hardcopy submission.<br>Summary: Concern the removal of the 208 bus service  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1830 | Hardcopy submission.<br>Summary: Objection to the removal of parking outside local businesses on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1831 | Hardcopy submission.<br>Summary: Objection to the removal of parking outside local businesses on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1831 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1832 | Hardcopy submission.<br>Summary: Request for the retention of parking outside the pharmacy due to the need for collection of c.50kg boxes of medical food from the pharmacy which would be a health and safety risk to carry for elderly users | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1833 | Hardcopy submission.<br>Summary: Objection to the restructuring and narrowing of footpaths on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1833 | Hardcopy submission.<br>Summary: Concern for the removal of trees on Colmcille Ave   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1833 | Hardcopy submission.<br>Summary: Request for to find a solution to high volumes of traffic on the North Ring Road from Silverspring Hotel to the Boyne Crescent area   | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1834 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1834 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1834 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1834 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1835 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |

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| NTA-C14-1835 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1835 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1835 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1836 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1836 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1836 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1836 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1837 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1837 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1837 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1837 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1838 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1838 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1838 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1838 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1839 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |

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| NTA-C14-1839 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1839 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1839 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1840 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1840 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1840 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1840 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1841 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1841 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1841 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1841 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1842 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1842 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1842 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1842 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1843 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |

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| NTA-C14-1843 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1843 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1843 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1844 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1844 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1844 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1844 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1845 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1845 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1845 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1845 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1846 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1846 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1846 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1846 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1847 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |

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| NTA-C14-1847 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1847 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1847 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1848 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1848 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1848 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1848 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1849 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1849 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1849 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1849 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1850 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1850 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1850 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park                 | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1850 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park                     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1851 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park       | Please see the NTA's response to Issue 14 in this report |

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| NTA-C14-1851 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1851 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1851 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille/ Iona Park  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1852 | Hardcopy submission.<br>Summary: Request to stop the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1852 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1852 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1852 | Hardcopy submission.<br>Summary: Request for no bus gates near Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1853 | Hardcopy submission.<br>Summary: Concern the the loss of parking on Colmcille Ave/ Iona Park and the impact on residents or businesses   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1853 | Hardcopy submission.<br>Summary: Concern for the removal of trees on one side of Colmcille Ave   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1853 | Hardcopy submission.<br>Summary: Concern for the reduction of the footpath width on Colmcille Ave  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1853 | Hardcopy submission.<br>Summary: Concern for the potential removal of recently installed speed ramps on Colmcille Ave  | Please see the NTA's response to Issue 18 in this report |
| NTA-C14-1853 | Hardcopy submission.<br>Summary: Concern to the changes to the 208 bus service   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1854 | Hardcopy submission.<br>Summary: Concern for no access to the COPE foundation from St Luke, no access for residents to Middle Glanmire Road from St Luke   | Please see the NTA's response to Issue 2 in this report  |
| NTA-C14-1854 | Hardcopy submission.<br>Summary: Concern for extra traffic as a result of the Scheme on Dillons Cross, Ballyholley Road, Old Youghal Road, and Colmcille Road which is already a congested area    | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1854 | Hardcopy submission.<br>Summary: Concern for the removal of trees on Colmcille Ave/Iona Park   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1855 | Hardcopy submission.<br>Summary: Query to make Blackrock Road one way<br>Suggestion to focus on the North Ring Road going through a residential area with high volumes of various types of traffic | Please see the NTA's response to Issue 19 in this report |

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| NTA-C14-1855 | Hardcopy submission.<br>Summary: Concern for the removal of trees on Colmcille Avenue  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1855 | Hardcopy submission.<br>Summary: Concern for the reduction in footpath width on Colmcille Avenue and the safety concerns due to this   | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1855 | Hardcopy submission.<br>Summary: Concern for the impacts on the community due to the Scheme  | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1856 | Hardcopy submission.<br>Summary: Concern for the impact on the local community.  | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1856 | Hardcopy submission.<br>Summary: Concern that the buses are not currently held up within Ballyvolane or Mayfield, but rather further into the city   | Please see the NTA's response to Issue 4 in this report  |
| NTA-C14-1856 | Hardcopy submission.<br>Summary: Suggestion of temporary bus gates at peak times<br>Suggestion to tackle to issues with the North Ring Road and the fact it runs through residential areas | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1856 | Hardcopy submission.<br>Summary: Concern for the removal of trees along the route  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1856 | Hardcopy submission.<br>Summary: Concern for the removal of parking spaces along the route   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1856 | Hardcopy submission.<br>Summary: Concern for the extra levels of traffic that will move through residential areas  | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1857 | Hardcopy submission.<br>Summary: Request to not have the removal of trees on Colmcille Ave   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1857 | Hardcopy submission.<br>Summary: Request to not reduce the bus service on Colmcille Ave  | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1858 | Hardcopy submission.<br>Summary: Request to not have the removal of trees on Colmcille Ave   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1858 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave   | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1858 | Hardcopy submission.<br>Summary: Request to not remove the residential parking on Colmille Ave   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1859 | Hardcopy submission.<br>Summary: Request to not have the removal of trees on Colmcille Ave   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1859 | Hardcopy submission.<br>Summary: Request to stop the narrowing of footpaths on Colmcille Ave /Iona Park  | Please see the NTA's response to Issue 15 in this report |



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| NTA-C14-1859 | Hardcopy submission.<br>Summary: Request to not reduce the bus service on Colmcille Ave    | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1860 | Hardcopy submission.<br>Summary: Request to not reduce the bus service in Mayfield         | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1860 | Hardcopy submission.<br>Summary: Request to not have the removal of trees in Mayfield      | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1860 | Hardcopy submission.<br>Summary: Request to not remove the residential parking in Mayfield | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1861 | Hardcopy submission.<br>Summary: Request to not have the removal of trees in Mayfield      | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1861 | Hardcopy submission.<br>Summary: Request to not remove the residential parking in Mayfield | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1861 | Hardcopy submission.<br>Summary: Request to not reduce the bus service in Mayfield         | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1862 | Hardcopy submission.<br>Summary: Request to not have the removal of trees on Colmcille Ave | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1862 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave               | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1862 | Hardcopy submission.<br>Summary: Request to have no Bus Gates within the Mayfield Area     | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-1863 | Hardcopy submission.<br>Summary: Request to not remove the residential parking in Mayfield | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1863 | Hardcopy submission.<br>Summary: Request to not have the removal of trees in Mayfield      | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1864 | Hardcopy submission.<br>Summary: Request to not reduce the bus service in Mayfield         | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1864 | Hardcopy submission.<br>Summary: Request to not have the removal of trees in Mayfield      | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1864 | Hardcopy submission.<br>Summary: Request for no cycle lanes in Mayfield                    | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1864 | Hardcopy submission.<br>Summary: Request to not narrowing of the footpaths in Mayfield     | Please see the NTA's response to Issue 15 in this report |

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| NTA-C14-1865 | Hardcopy submission.<br>Summary: Request to not have the removal of trees in Mayfield  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1865 | Hardcopy submission.<br>Summary: Request to not remove the residential parking in Mayfield   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1865 | Hardcopy submission.<br>Summary: Request for no cycle lanes in Mayfield  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1865 | Hardcopy submission.<br>Summary: Request to not reduce the 208 bus service in Mayfield   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1866 | Hardcopy submission.<br>Summary: Request to not reduce the bus service in Mayfield   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1866 | Hardcopy submission.<br>Summary: Request to not have the removal of trees in Mayfield  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1866 | Hardcopy submission.<br>Summary: Request to not remove the parking in Mayfield   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1867 | Hardcopy submission.<br>Summary: Request to not have the removal of trees in Mayfield  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1867 | Hardcopy submission.<br>Summary: Request to not remove the residential parking in Mayfield   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1867 | Hardcopy submission.<br>Summary: Request to not reduce the bus service in Mayfield   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1868 | Hardcopy submission.<br>Summary: Concern for the removal of parking outside local businesses including Bourkes Pharmacy on Colmcille Ave due to the negative impacts on the businesses and vulnerable patients with ability issues who need to access medication | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1869 | Hardcopy submission.<br>Summary: Concern for the removal of parking outside Bourkes Pharmacy on Colmcille Ave and the loss of business there the loss of local jobs  | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1870 | Hardcopy submission.<br>Summary: Concern for the removal of parking outside Bourkes Pharmacy on Colmcille Ave and the loss of business there the loss of local jobs  | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1871 | Hardcopy submission.<br>Summary: Concern for the removal of trees and border edges and the request to keep these as they currently are   | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1872 | Hardcopy submission.<br>Summary: Objection to the scheme due to the proposed works on Colmcille Ave/Iona Park, due to the need to park and access the pharmacy   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1873 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 15 in this report |

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| NTA-C14-1873 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1874 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1874 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1875 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1875 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1875 | Hardcopy submission.<br>Summary: Objection to the removal of parking outside local businesses and for residents on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1876 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1876 | Hardcopy submission.<br>Summary: Objection to the removal of parking for residents on Colmcille Ave/ Iona Park   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1876 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1877 | Hardcopy submission.<br>Summary: Concern for the narrowing of footpaths on Colmcille Ave /Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1877 | Hardcopy submission.<br>Summary: Concern for the removal of trees on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1878 | Hardcopy submission.<br>Summary: Objection to the removal of trees on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 14 in this report |
| NTA-C14-1878 | Hardcopy submission.<br>Summary: Objection to the narrowing of footpaths on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 15 in this report |
| NTA-C14-1879 | Hardcopy submission.<br>Summary: Concern for the removal of parking outside Salon in Mayfield and the other businesses   | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1880 | Hardcopy submission.<br>Summary: Concern for the removal of parking outside the local businesses on Colmcille Ave/Iona Park  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1881 | Hardcopy submission.<br>Summary: Concern for the removal of parking outside local businesses in Mayfield and due to the need to drive to work and therefore the loss of local jobs | Please see the NTA's response to Issue 12 in this report |

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| NTA-C14-1882 | Hardcopy submission.<br>Summary: Objection to the Scheme due to the impact on the Salon on Colmcille Ave/Iona Park   | Please see the NTA's response to Issue 6 in this report  |
| NTA-C14-1883 | Hardcopy submission.<br>Summary: Concern for the removal of parking outside the local businesses on Colmcille Ave/Iona Park                                      | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1884 | Hardcopy submission.<br>Summary: Concern the shops on Colmcille Ave would lose business due to the current proposals due to lack of parking                      | Please see the NTA's response to Issue 6 in this report  |
| NTA-C14-1885 | Hardcopy submission.<br>Summary: Concern the shops on Colmcille Ave would lose business due to the current proposals   | Please see the NTA's response to Issue 6 in this report  |
| NTA-C14-1886 | Hardcopy submission.<br>Summary: Request for no cycle lanes on Colmcille Ave/ Iona Park  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1887 | Hardcopy submission.<br>Summary: Request to retain parking in front of local businesses on Colmcille Ave/Iona Park and lots of older people use these facilities | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1888 | Hardcopy submission.<br>Summary: Objection to the removal of the bus route on Colmcille Ave/ Iona Park in order to access local businesses                       | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1889 | Hardcopy submission.<br>Summary: Objection to the removal of parking at Iona Park and Colmcille Ave due to the impact in local businesses                        | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1890 | Hardcopy submission.<br>Summary: Objection to the removal of parking in Iona Park due to the loss of business within the area                                    | Please see the NTA's response to Issue 6 in this report  |
| NTA-C14-1891 | Hardcopy submission.<br>Summary: Objection to the Scheme due to changes to roads and footpaths around Colmcille Ave and Iona Park                                | Please see the NTA's response to Issue 1 in this report  |
| NTA-C14-1892 | Hardcopy submission.<br>Summary: Objection to the removal of parking at Iona Park and Colmcille Ave due to the impact in local businesses and business users     | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1893 | Hardcopy submission.<br>Summary: Objection to the removal of parking at Iona Park and Colmcille Ave due to the impact in local businesses and business users     | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1894 | Hardcopy submission.<br>Summary: Objection to the removal of parking at Iona Park and Colmcille Ave due to the impact in local businesses and business users     | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1895 | Hardcopy submission.<br>Summary: Objection to the removal of parking at Iona Park and Colmcille Ave due to the impact in local businesses and business users     | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1896 | Hardcopy submission.<br>Summary: Objection to the removal of parking at Iona Park and Colmcille Ave due to the impact in local businesses and business users     | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1897 | Hardcopy submission.<br>Summary: Objection to the removal of parking at Iona Park and Colmcille Ave due to the impact in local businesses and business users     | Please see the NTA's response to Issue 11 in this report |

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| NTA-C14-1696 | Hardcopy submission.<br>Summary: Strong objection to the right turn ban from St Luke's Cross to Middle Glanmire Road, due to this being used by residents of Middle Glanmire Rod and further on to the Eastern and Northern areas   | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14-2135 | Hardcopy submission.<br>Summary: Request for the Scheme to be removed<br>Request for full scale transport system instead  | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-2135 | Hardcopy submission.<br>Summary: Concern for the impacts on local people, especially senior citizens in the area, causing undue hardship and impinging the lifestyle of locals<br>Concern to the alteration of front gardens of some residence  | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-2135 | Hardcopy submission.<br>Summary: Concern to the alteration of front gardens of some residence<br>Concern for the alteration of front gardens of residents within the North East area of Cork without consideration of a proper alternative.   | Please see the NTA's response to Issue 16 in this report |
| NTA-C14-2135 | Hardcopy submission.<br>Summary: Concern for cycle lanes to be included along steep inclines  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-2135 | Hardcopy submission.<br>Summary: Concern of the impacts of the alteration to the times of public transport to an extent, without an alternative transport system in place   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-2135 | Hardcopy submission.<br>Summary: Concern for the removal of residential car parking, without an alternative<br>Come up [Lovers] walk, double decker buses use route despite tonnage restrictions  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14_3268 | This proposed ban on a right turn at St Lukes would greatly increase the journey of residents in this area, thereby more CO2 imminitions for those driving- many residents are elderly and or incapacitate<br>We have resided here over 50 years and find the traffic going up to St Lukes from Lovers Walk has become very dangerous and at times impossible for residents of Montainalle Road to exit.<br>Come up [Lovers] walk, double decker buses use route despite tonnage restrictions | Please see the NTA's response to Issue 4 in this report  |
| NTA-C14_3268 | This proposed ban on a right turn at St Lukes would greatly increase the journey of residents in this area, thereby more CO2 imminitions for those driving- many residents are elderly and or incapacitate<br>We have resided here over 50 years and find the traffic going up to St Lukes from Lovers Walk has become very dangerous and at times impossible for residents of Montainalle Road to exit.<br>Come up [Lovers] walk, double decker buses use route despite tonnage restrictions | Please see the NTA's response to Issue 7 in this report  |
| NTA-C14_3268 | This proposed ban on a right turn at St Lukes would greatly increase the journey of residents in this area, thereby more CO2 imminitions for those driving- many residents are elderly and or incapacitate<br>We have resided here over 50 years and find the traffic going up to St Lukes from Lovers Walk has become very dangerous and at times impossible for residents of Montainalle Road to exit.<br>Come up [Lovers] walk, double decker buses use route despite tonnage restrictions | Please see the NTA's response to Issue 18 in this report |

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| NTA-C14-1223 | <p>I welcome the plans, retainment of much of the on-street parking and walls running from Military Hill to St Lukes. Further observations include:</p> <ul style="list-style-type: none"> <li>- Under current proposals there is the potential for a rat run around the prison and down Military Hill to reach schools and the city. Mitigation measures need to be considered to avoid this. <ul style="list-style-type: none"> <li>- 30km max on Wellington Road</li> </ul> </li> <li>- upgrades need to also include improvements to street lighting and overall improvements to the security of the area which can be a very transient space at night with lots of hidden areas</li> <li>- upgrades need to include improving of the greenery / biodiversity / trees along Wellington Rd. At the bottom of Military Hill with the pedestrian crossing it would be good to see natural elements used to slow the traffic down rather than relying solely on hard infrastructure</li> <li>- given there will be some loss of resident parking please consider some zoning of resident only parking. Parking could also be more efficiently achieved if there were markings on the road. currently cars park with large spaces between them.</li> </ul>   | Please see the NTA's response to Issue 20 in this report |
| NTA-C14-1223 | <p>I welcome the plans, retainment of much of the on-street parking and walls running from Military Hill to St Lukes. Further observations include:</p> <ul style="list-style-type: none"> <li>- Under current proposals there is the potential for a rat run around the prison and down Military Hill to reach schools and the city. Mitigation measures need to be considered to avoid this. <ul style="list-style-type: none"> <li>- 30km max on Wellington Road</li> </ul> </li> <li>- upgrades need to also include improvements to street lighting and overall improvements to the security of the area which can be a very transient space at night with lots of hidden areas</li> <li>- upgrades need to include improving of the greenery / biodiversity / trees along Wellington Rd. At the bottom of Military Hill with the pedestrian crossing it would be good to see natural elements used to slow the traffic down rather than relying solely on hard infrastructure</li> <li>- given there will be some loss of resident parking please consider some zoning of resident only parking. Parking could also be more efficiently achieved if there were markings on the road. currently cars park with large spaces between them.</li> </ul>   | Please see the NTA's response to Issue 19 in this report |
| NTA-C14-1225 | <p>This submission is in response to the revised proposals set out by National Transport Authority for the 12 New Sustainable Transport Corridors (STCs) for the Cork Metropolitan Area. This submission will deal specifically with the emerging preferred STC Route B – Mayfield to City. As a resident of Mount Verdon Terrace on Wellington Road I am intimately familiar with the area along which this route traverses.</p> <p>In respect of the Saint Luke's to City section of the preferred route the revised proposals set out are a notable improvement. The proposed introduction of raised tables along Wellington Road is supported and will assist in traffic calming along this residential street. Similarly, I support the proposed closing of York Hill to through traffic. While a minor inconvenience for us when travelling by car to our home the proposed measure will likely greatly improve the current safety issues while improving traffic flow and pedestrian comfort.</p> <p>However, while I'm generally supportive of the revised proposals for this particular section of STC Route B I believe this section can be further developed, refined and improved. The existing on-street parking along Wellington Road is visually dominant and is an issue that has been identified by Cork City Council in their Development Plan in respect of the Wellington Road and Saint Luke's Architectural Conservation Area (ACA).</p> <p>It is suggested that the implementation of the following measures will greatly contribute to addressing the current issues and significantly enhance the character of the ACA and should be considered by the authorities.</p> <ul style="list-style-type: none"> <li>- In accordance with DMURS the number of parking spaces per bay should generally be limited to three parallel spaces and six perpendicular spaces to reduce the visual impact of parking.</li> <li>- To reinforce the narrower carriageway and quiet street treatment (particularly when spaces are empty) each parking/loading bay should be finished so that it is clearly distinguishable from the main carriageway with suitable high-quality materials considerate of</li> </ul> | Please see the NTA's response to Issue 20 in this report |

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|                            | <p>the ACA.</p> <ul style="list-style-type: none"> <li>- Kerb build-outs, or similar treatment, should be provided to separate each bank of parking/loading. These should incorporate SuDS and new street trees.</li> </ul>   |   |
| <p><b>NTA-C14-1225</b></p> | <p>This submission is in response to the revised proposals set out by National Transport Authority for the 12 New Sustainable Transport Corridors (STCs) for the Cork Metropolitan Area. This submission will deal specifically with the emerging preferred STC Route B – Mayfield to City. As a resident of Mount Verdon Terrace on Wellington Road I am intimately familiar with the area along which this route traverses.</p> <p>In respect of the Saint Luke's to City section of the preferred route the revised proposals set out are a notable improvement. The proposed introduction of raised tables along Wellington Road is supported and will assist in traffic calming along this residential street. Similarly, I support the proposed closing of York Hill to through traffic. While a minor inconvenience for us when travelling by car to our home the proposed measure will likely greatly improve the current safety issues while improving traffic flow and pedestrian comfort.</p> <p>However, while I'm generally supportive of the revised proposals for this particular section of STC Route B I believe this section can be further developed, refined and improved. The existing on-street parking along Wellington Road is visually dominant and is an issue that has been identified by Cork City Council in their Development Plan in respect of the Wellington Road and Saint Luke's Architectural Conservation Area (ACA).</p> <p>It is suggested that the implementation of the following measures will greatly contribute to addressing the current issues and significantly enhance the character of the ACA and should be considered by the authorities.</p> <ul style="list-style-type: none"> <li>- In accordance with DMURS the number of parking spaces per bay should generally be limited to three parallel spaces and six perpendicular spaces to reduce the visual impact of parking.</li> <li>- To reinforce the narrower carriageway and quiet street treatment (particularly when spaces are empty) each parking/loading bay should be finished so that it is clearly distinguishable from the main carriageway with suitable high-quality materials considerate of the ACA.</li> <li>- Kerb build-outs, or similar treatment, should be provided to separate each bank of parking/loading. These should incorporate SuDS and new street trees.</li> </ul> | <p>Please see the NTA's response to Issue 19 in this report</p> |
| <p><b>NTA-C14-1237</b></p> | <p>I approve strongly of the proposed transport corridor, in all the ways it makes the area easier to use for locals, be they pedestrians, cyclists, or public transport users - and even car users, where they need to use them. The area is a mixed-use vibrant area, and increasing in all ways like this, but the dominance of single-user cars passing through it on hurried commutes doesn't help anyone, including those drivers. There have been several times over the years, going to work from the various places I've lived around here, that I have walked from the top of Summer Hill North to McCurtain St and passed every single car. It is an untenable plan to leave this method of transit go on unchecked, especially as it is passing through a very busy residential and locally-thriving area. It also affects the bus use as well, because the buses are stuck in this traffic.</p> <p>If the proposed changes encourage more people using this area to walk when they can, take the bus when they can, cycle, and not use the car, then it is a good direction to go in. This is especially so because this area is slowly getting busier for people locally, with new businesses opening all the time - like cafes - new residences, and public spaces.</p> <p>Through-traffic and the general dominance of cars interferes with this significantly, e.g., currently, I've noticed trying to cross the road when coming up from the railway bridge on to Summer Hill North is risky due to drivers speeding when they can on to the other side of the road to get past the parked cars. Even today I watched as a whole line of people waited and peaked around a parked SUV as car after car sped down the hill without slowing during a gap in the traffic. This will get more hazardous if the use of this area increases, as it likely will due to new business developments between the quays and the resident and social areas, e.g., for people travelling from Horgan's Quay up to Wellington Road and St Luke's. The parking spaces are being preserved so the only way to adjust this to help local people is to discourage car use on summer hill north where possible. Increasing public transport and other kinds of use is the only reasonable way to do this.</p>   | <p>Please see the NTA's response to Issue 20 in this report</p> |



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|                                | <p>As a final point, the dominance of single-user cars in this area is generally not physically healthy for locals. Running in the area during lockdown and now after it, the heavy traffic makes what could be a lovely area - as seen clearly during lockdown - quite horrible at certain times of the day. And if more people start using the area, but the only way to use it is by car, this will get worse. Also, the degree of pollution and ill-health from traffic-heavy zones is now well-known globally, e.g., recent measures in London and Paris. I feel proud of this city and hate to imagine that, choked by cars in its most built-up and lived-in areas, it may appear backward to people visiting from abroad. But that's a minor issue, really - it only affects the people living long-term in the area, not the people temporarily here or passing through. However, as one of those locals, I hope the traffic goes down with these new bus connects measures, and I cannot see how doing nothing or leaving the current traffic system as-is will make it happen otherwise.</p>   |   |
| <p>NTA-C14-1237</p>            | <p>I approve strongly of the proposed transport corridor, in all the ways it makes the area easier to use for locals, be they pedestrians, cyclists, or public transport users - and even car users, where they need to use them. The area is a mixed-use vibrant area, and increasing in all ways like this, but the dominance of single-user cars passing through it on hurried commutes doesn't help anyone, including those drivers. There have been several times over the years, going to work from the various places I've lived around here, that I have walked from the top of Summer Hill North to McCurtain St and passed every single car. It is an untenable plan to leave this method of transit go on unchecked, especially as it is passing through a very busy residential and locally-thriving area. It also affects the bus use as well, because the buses are stuck in this traffic.</p> <p>If the proposed changes encourage more people using this area to walk when they can, take the bus when they can, cycle, and not use the car, then it is a good direction to go in. This is especially so because this area is slowly getting busier for people locally, with new businesses opening all the time - like cafes - new residences, and public spaces.</p> <p>Through-traffic and the general dominance of cars interferes with this significantly, e.g., currently, I've noticed trying to cross the road when coming up from the railway bridge on to Summer Hill North is risky due to drivers speeding when they can on to the other side of the road to get past the parked cars. Even today I watched as a whole line of people waited and peaked around a parked SUV as car after car sped down the hill without slowing during a gap in the traffic. This will get more hazardous if the use of this area increases, as it likely will due to new business developments between the quays and the resident and social areas, e.g., for people travelling from Horgan's Quay up to Wellington Road and St Luke's. The parking spaces are being preserved so the only way to adjust this to help local people is to discourage car use on summer hill north where possible. Increasing public transport and other kinds of use is the only reasonable way to do this.</p> <p>As a final point, the dominance of single-user cars in this area is generally not physically healthy for locals. Running in the area during lockdown and now after it, the heavy traffic makes what could be a lovely area - as seen clearly during lockdown - quite horrible at certain times of the day. And if more people start using the area, but the only way to use it is by car, this will get worse. Also, the degree of pollution and ill-health from traffic-heavy zones is now well-known globally, e.g., recent measures in London and Paris. I feel proud of this city and hate to imagine that, choked by cars in its most built-up and lived-in areas, it may appear backward to people visiting from abroad. But that's a minor issue, really - it only affects the people living long-term in the area, not the people temporarily here or passing through. However, as one of those locals, I hope the traffic goes down with these new bus connects measures, and I cannot see how doing nothing or leaving the current traffic system as-is will make it happen otherwise.</p> | <p>Please see the NTA's response to Issue 18 in this report</p> |
| <p>NTA-C14-1240_Attachment</p> | <p>Attachment. Summary:</p> <p>Objection to the bus gates and redirection of traffic in the Mayfield area, due to adding more congestion, noise pollution and inconvenience to those living in the area.</p> <p>Objection to the No right turn onto Middle Glanmire Road due to impact to COPE's access, causing congestion and limited cyclists on the route</p> <p>Objection to the closing of the slip road from Middle Glanmire Roda to Sumerhill North- concern will increase wide turning onto Summerhill North and increase traffic due to encoraching into the other lane</p>   | <p>Please see the NTA's response to Issue 7 in this report</p>  |

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|                         | <p>Objection to left turn ban from Old Youghal Road down Gordon's Hill due to inconvenience caused to residents, increasing congestion and pollution</p> <p>Objection to left turn ban from Ballyhooly Road to Gordon's Hill due to increasing traffic in other areas, and removing access for local residents who will now have to travel further distances</p> <p>Objection to Bus Gates at end of Glen Avenue, along Ballyhooly Road due to the lack of benefits to buses (states will not increase speeds of buses), sending other vehicles on longer journeys for no reason.</p>   |  |
| NTA-C14-1240_Attachment | <p>Attachment. Summary:</p> <p>Concern with lack of local knowledge of the area from Planners, concern there has been a lack of local consultation. Objection due to lack of due diligence whilst preparing the proposal, comment that discussions should have occurred before first proposal was put out to the public. Comment if the improvements to the public bus system was backed up with actual numbers, people would be more open to change</p>  | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-1240_Attachment | <p>Attachment. Summary:</p> <p>Objection due to the lack of consideration for the elderly or those with mobility issues. Concern the input of cycle lanes will majorly impact local residents</p>   | Please see the NTA's response to Issue 12 in this report |
| NTA-C14-1240_Attachment | <p>Attachment. Summary:</p> <p>Objection to the changes to the 208 bus service, further impacting the elderly and those with mobility issues, as well as lessening their opportunities to access public transport</p>   | Please see the NTA's response to Issue 5 in this report  |
| NTA-C14-1240_Attachment | <p>Attachment. Summary:</p> <p>Objection due to the lack of consideration for the local population and the proportion of people who will take up cycling, commenting there was a lack of discussion with residents</p>  | Please see the NTA's response to Issue 9 in this report  |
| NTA-C14-1240_Attachment | <p>Attachment. Summary:</p> <p>Objection to the removal of parking on Colmcille Avenue due to the impact on residents and businesses</p>  | Please see the NTA's response to Issue 11 in this report |
| NTA-C14-1466_Attachment | <p>Attachment. Summary:</p> <p>The submission raised concerns with the proposed right turn ban at St Luke's Cross. It is concerns direct access to the extensive residential area, Montenotte Hotel, Care Homes, Special needs schools/facilities/ local shops/ Garden centre will be restricted.</p> <p>It comments that the alternative route information is only very broad and has 3 options all of which have issues.</p> <p>Old Youghal Road (outbound): concern that there will be additional traffic at Dillon's Cross due to the proposed bus gate on Ballyhooly Road, in lane bus stops and diverted traffic. Resulting in buses also being caught in grid lock. Concern that as a result of the above measures, rat runs will be created via Gardiners Hill, St Josephs Drive, and St Anne's Drive as well as other unsuitable residential roads.</p> <p>North City Link Road to N20: Cannot be considered as an alternative due to the number of junctions, creating longer journey times due the holding at junctions, the route runs in a completely different direction to Montenotte, which is the primary destination, new traffic restrictions will make route more difficult. Without all of these factors the route is disproportionately longer, and will take considerably more time.</p> <p>Lower Glanmire Road to North Ring Road via Silversprings: There are many delays along the route, including navigating the skew</p> | Please see the NTA's response to Issue 7 in this report  |

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|                                | <p>bridge, and T junction at silversprings, there will longer queues and delays on slip road. There will be an alternative rat run up Lover's Walk which is full of pinch points, as well as along Murmont Crescent/Avenue.</p> <p>Other impacts listed due to the proposed right turn ban included:<br/>Additional carbon emissions for travelling longer alternative traffic routes.</p> <ul style="list-style-type: none"> <li>• Safety impacts on residents, pedestrians, children, cyclists and road users with additional traffic using "rat runs".</li> <li>• Significant additional travel times on the longer alternative traffic routes. <ul style="list-style-type: none"> <li>• The upper part of Montenotte, is 90 metres height above Cork City centre. In winter freezing conditions, the temperatures are normally up to 2 degrees lower in Montenotte than the city centre, with more mornings of icy road conditions. The longer alternative routes put drivers more at risk of accidents, and consequentially adjacent pedestrians as well.</li> <li>• The cost of taxis to Montenotte from the city centre (eg from the railway station and coach stops), will also be appreciably increased due to the alternative routes distance and traffic delays en-route.</li> </ul> </li> <li>• There will be additional fuel consumption and cost to the residents of Montenotte, due to the alternative routes distance.</li> <li>• Custom to the Montenotte Hotel will be affected, a hotel important both for the area and tourism to the city.</li> </ul> <p>Driving from St Luke's Cross to Montenotte on the Middle Glanmire Road, is the historical entrance and most attractive route, which will be denied by the proposed Right Turn Ban.</p> <p>Concern the closure of the St Luke's Slip Lane will create a longer queue of traffic</p> <p>Concern no left hand turns into Godron's Hill will impact the school run and access to Dunnes Stroe in Ballyvolane</p> |  |
| <b>NTA-C14-1466_Attachment</b> | <p>Attachment. Summary:</p> <p>Concern the high number of changes to traffic movement will significantly impact the safety of residents, pedestrians, children, cyclists, and road users.</p>  | Please see the NTA's response to Issue 18 in this report |
| <b>NTA-C14-1466_Attachment</b> | <p>Attachment. Summary:</p> <p>Concern there are no identified bus route serving Montenotte, with nearest bus stops being 720m away. Suggestion for a new direct bus route to the area, using Middle Glanmire Road and Leicester Lane/ Murmont Lawn</p>  | Please see the NTA's response to Issue 5 in this report  |
| <b>NTA-C14-1466_Attachment</b> | <p>Attachment. Summary:</p> <p>Concern the proposed quiet street treatment and cycle route from Old Youghal Road to St Luke's Junction will not be used, due to the steep hills in both directions, compared with the current route along Ballyhooly Road and St Luke's Cross.</p>   | Please see the NTA's response to Issue 9 in this report  |
| <b>NTA-C14-1470</b>            | <p>Hi Martin,</p> <p>We are contacting you from 11 York Terrace to let you know that we completely support the bus connect plans for York hill. We also support our neighbour Philip Nathan's suggestion of implementing the filtered permeability sooner rather than later.</p> <p>Yours sincerely,<br/>Joanna and Paul O Donovan.</p>  | Please see the NTA's response to Issue 20 in this report |

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| <p><b>NTA-C14-1470</b></p> | <p>Hi Martin,<br/>                 We are contacting you from 11 York Terrace to let you know that we completely support the bus connect plans for York hill. We also support our neighbour Philip Nathan's suggestion of implementing the filtered permeability sooner rather than later.<br/>                 Yours sincerely,<br/>                 Joanna and Paul O Donovan.</p>   | <p>Please see the NTA's response to Issue 19 in this report</p> |
| <p><b>NTA-C14-1474</b></p> | <p>Hugh,<br/>                 I met with residents of Colmcille Avenue yesterday and we discussed the plans and their concerns for about 90 minutes. The primary concerns shared among residents is the loss of on-street parking due to the addition of cycle lanes.</p> <p>However, there are other issues that I think can be improved also:</p> <p>Concern that the removal of bus gates from the western end of Old Youghal Road will encourage private traffic along Colmcille Avenue to circumvent the bus gate at the eastern end of Old Youghal Road. Can the location of bus gates be tweaked to prevent this?</p> <p>The need for additional pedestrian crossings, especially from the new car park to across to the shopping area at the northern end of Colmcille Avenue. Can this be added?</p> <p>The loss of existing speed ramps. Can the proposed pedestrian crossings be made into table tops for this purpose?</p> <p>The route of a pathway through the park is something to discuss with local residents as the gradients within the park is something to consider with local knowledge.</p> <p>The narrowing of footpaths at the shopping area approaching the junction with Old Youghal Road and the loss of short-term/set-down parking at this location (e.g. 15-minute parking bays). Would it be possible to re-examine the public realm in this area to support a shopping district?</p> <p>In relation to the last point, for example, maintaining wider footpaths in front of the shops, instating short-term parking, maintaining the trees (which aren't proposed to be removed), by creating a shared street in front of the shops for cyclists and motorists. The street already narrows around the shops and traffic slows down naturally because of this and the approach to the junction.</p> <p>Specific local issues to note is the nearby location of the COPE foundation and the frequent and regular use of footpaths in the locality by people with disabilities travelling in groups. The reduction in footpath widths is something significant from this perspective as well as generally.</p> <p>The loss of the 208 bus service to the street is a further bone of contention and residents want to know the proposed new bus stop locations, etc. that they will now need to use. Waiting facilities at these bus stops may be more important if residents must now travel further.</p> <p>Cycle infrastructure<br/>                 The provision of cycle lanes is the greatest point of contention by residents. Primarily this is to do with loss of on-street parking. However, there are other reasons. One of the most significant is the loss of four trees, one of which is very mature and particularly loved. The narrowing of footpath widths is another.</p> | <p>Please see the NTA's response to Issue 19 in this report</p> |

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| <p><b>NTA-C14-1474</b></p> | <p>I met with residents of Colmcille Avenue yesterday and we discussed the plans and their concerns for about 90 minutes. The primary concerns shared among residents is the loss of on-street parking due to the addition of cycle lanes.</p> <p>However, there are other issues that I think can be improved also:</p> <p>Concern that the removal of bus gates from the western end of Old Youghal Road will encourage private traffic along Colmcille Avenue to circumvent the bus gate at the eastern end of Old Youghal Road. Can the location of bus gates be tweaked to prevent this?</p> <p>The need for additional pedestrian crossings, especially from the new car park to across to the shopping area at the northern end of Colmcille Avenue. Can this be added?</p> <p>The loss of existing speed ramps. Can the proposed pedestrian crossings be made into table tops for this purpose?</p> <p>The route of a pathway through the park is something to discuss with local residents as the gradients within the park is something to consider with local knowledge.</p> <p>The narrowing of footpaths at the shopping area approaching the junction with Old Youghal Road and the loss of short-term/set-down parking at this location (e.g. 15-minute parking bays). Would it be possible to re-examine the public realm in this area to support a shopping district?</p> <p>In relation to the last point, for example, maintaining wider footpaths in front of the shops, reinstating short-term parking, maintaining the trees (which aren't proposed to be removed), by creating a shared street in front of the shops for cyclists and motorists. The street already narrows around the shops and traffic slows down naturally because of this and the approach to the junction.</p> <p>Specific local issues to note is the nearby location of the COPE foundation and the frequent and regular use of footpaths in the locality by people with disabilities travelling in groups. The reduction in footpath widths is something significant from this perspective as well as generally.</p> <p>The loss of the 208 bus service to the street is a further bone of contention and residents want to know the proposed new bus stop locations, etc. that they will now need to use. Waiting facilities at these bus stops may be more important if residents must now travel further.</p> <p>Cycle infrastructure</p> <p>The provision of cycle lanes is the greatest point of contention by residents. Primarily this is to do with loss of on-street parking.</p> | <p>Please see the NTA's response to Issue 5 in this report</p> |

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| NTA-C14-1205 | <p>I wish to object in the strongest possible terms with the proposal to locate a bus stop and bus shelter in Colmcille Avenue adjacent to the large field at Colmcille Avenue /Inis Eoghin directly opposite my family home. I find it alarming and distressing that such a decision was taken without giving any consideration to the following,</p> <p>My family bungalow with 3 large windows will be completely in the line of vision and at the same level as occupants at the proposed bus shelter as they assemble at the bus shelter. My family are extremely uncomfortable about living near a bus shelter that directly looks in to their bedrooms. Noise, antisocial behaviour and vandalism have been reported at a nearby bus shelter and I fear this is likely to occur at this new bus shelter opposite my home. Many families with children overlook this area and are likely to also be affected by this bus stop/bus shelter. At the general consultation day on May 18th, I queried what criteria are used by the NTA about bus shelter installations and locations. I have not received any responses from the NTA representatives on this matter.</p>   | Please see the NTA's response to Issue 4 in this report  |
| NTA-C14-1205 | <p>I wish to object in the strongest possible terms with the proposal to locate a bus stop and bus shelter in Colmcille Avenue adjacent to the large field at Colmcille Avenue /Inis Eoghin directly opposite my family home. I find it alarming and distressing that such a decision was taken without giving any consideration to the following,</p> <p>My family bungalow with 3 large windows will be completely in the line of vision and at the same level as occupants at the proposed bus shelter as they assemble at the bus shelter. My family are extremely uncomfortable about living near a bus shelter that directly looks in to their bedrooms. Noise, antisocial behaviour and vandalism have been reported at a nearby bus shelter and I fear this is likely to occur at this new bus shelter opposite my home. Many families with children overlook this area and are likely to also be affected by this bus stop/bus shelter. At the general consultation day on May 18th, I queried what criteria are used by the NTA about bus shelter installations and locations. I have not received any responses from the NTA representatives on this matter.</p>   | Please see the NTA's response to Issue 17 in this report |
| NTA-C14-1209 | <p>As a resident of Colmcille avenue, we have 3 young kids who use the green to play in and we meet many locals on this green to network and connect with our community, putting a footpath straight through the green not only cuts the green with a hard footpath which is a disadvantage to all the kids who play and use the green for fun activities but also would take away the beauty of the green. If anything on this green area would be an idea to install exercise machines as you see in other towns and suburbs which could be dotted around the outskirts of the green.</p>   | Please see the NTA's response to Issue 15 in this report |

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|                     | <p>Making a footpath smaller is not the answer to what our community have in this area or need. If bicycle lanes were the need for the area the public would also speak up, be sure of this.</p> <p>The on street parking next to our chemist ,butchers, hairdressers etc is disgrace and nothing less. We as a family use the on street parking each and every day. Where will the parking be? I cant see any provision for it?</p> <p>Having bicycle lanes on this hill is beyond comprehension, I have lived here 20 years and if I see 1 to 2 bicycles a year cycling on this road it's a lot for obvious reasons, might as well do the same on Patricks hill, its steep hill and not fit for bicycles, if anything there should be more speed ramps that make the area safer for children, not put in extra risks to kids and pedestrians with trying to add more lanes to avoid when crossing the road as with more and more of the electric bikes and e-scooters its becoming a danger with these people on electric bikes have no insurance or risk assessment to the use of these machines in pubic areas and on roads.</p> <p>Cutting down trees, why would you take such beautiful trees that have taken years upon year to grow and juts chop them down, what ever happened to the green world the council and government are pushing for? cut trees that help keep our air quality good is just madness, you can say you will plant more but that isn't the answer only an excuse. There is a beautiful blossom tree which you want to destroy, why? To make way for more lanes Beit for bikes or not its adding risk to an area that doesn't need the added risk, this area is a nice quite residential area where families walk, socialise and play, the plans proposed goes completely against the area culture and ambiance.</p> <p>The proposed idea with reduced bus capacity on this route is a disgrace to be frank, the number 8 bus is and has been used by all young and old and for the life of me I can see where a proper study has been performed to prove the need to cut this service and also modify it. As said above we have kids growing up who I hope one day can go to either CIT, UCC or a city college with the use of the no.8 bus and not having to change buses and wait another hour for a possible missed bus in the morning. As a family we use the no.8 every week to go into town and have family time along with using it for professional and personal use. Once an hour plan and the whole route change etc isn't fair or thought out correctly.</p> <p>The whole plan needs rethinking and re-engineering.<br/>         James &amp; Lynsey O'Callaghan<br/>         [Personal information redacted] Colmcille Avenue</p> |   |
| <p>NTA-C14-1209</p> | <p>As a resident of Colmcille avenue, we have 3 young kids who use the green to play in and we meet many locals on this green to network and connect with our community, putting a footpath straight through the green not only cuts the green with a hard footpath which is a disadvantage to all the kids who play and use the green for fun activities but also would take away the beauty of the green. If anything on this green area would be an idea to install exercise machines as you see in other towns and suburbs which could be dotted around the outskirts of the green.</p> <p>Making a footpath smaller is not the answer to what our community have in this area or need. If bicycle lanes were the need for the area the public would also speak up, be sure of this.</p> <p>The on street parking next to our chemist ,butchers, hairdressers etc is disgrace and nothing less. We as a family use the on street parking each and every day. Where will the parking be? I cant see any provision for it?</p> <p>Having bicycle lanes on this hill is beyond comprehension, I have lived here 20 years and if I see 1 to 2 bicycles a year cycling on this road it's a lot for obvious reasons, might as well do the same on Patricks hill, its steep hill and not fit for bicycles, if anything there should be more speed ramps that make the area safer for children, not put in extra risks to kids and pedestrians with trying to add more lanes to avoid when crossing the road as with more and more of the electric bikes and e-scooters its becoming a danger with these people on electric bikes have no insurance or risk assessment to the use of these machines in pubic areas and on roads.</p> <p>Cutting down trees, why would you take such beautiful trees that have taken years upon year to grow and juts chop them down, what ever happened to the green world the council and government are pushing for? cut trees that help keep our air quality good is just madness, you can say you will plant more but that isn't the answer only an excuse. There is a beautiful blossom tree which you want to destroy, why? To make way for more lanes Beit for bikes or not its adding risk to an area that doesn't need the added risk, this area is a</p>   | <p>Please see the NTA's response to Issue 19 in this report</p> |

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| <p>NTA-C14-1217</p> | <p>As a resident of the Summerhill North/St Lukes area I would like to make the following submission in relation to the preferred route option for the Cork Sustainable Transport Corridor B. Mayfield &gt; City.</p> <p>I understand and support the aim of BusConnects, to improve the public transport system by increasing the frequency and reliability of service in the interest of addressing climate change. In this context I am fully supportive of the revised plan for Summerhill North. I would like to thank the NTA for engaging positively with our residents' association and responding to our previous concerns. Principal amongst these was our fear in relation to the community severance arising from the addition of an additional carriageway through the heart of this historic area. But also crucial was the pedestrian safety issues arising from the consequent increase in traffic speeds and reduction in footpath widths.</p> <p>I believe the current proposal will deliver the requisite efficiency in terms of bus service by way of a peak time bus gate and will not have a disproportionately detrimental impact on the residents of Summerhill North. Summerhill North is an Architectural Conservation Area as well as a vibrant and sustainable urban village. We have a diverse and multi-generational community, which we intend to protect and foster. As a resident of this active and closeknit community, I am happy to support proposals such as the current BusConnects plan that lead to greater community cohesion and sustainability.</p> <p>I note page 19 of the Draft Plan states that the proposed works in the area will include "Public Realm works including improved and enhanced street spaces and landscaping". I would strongly welcome this initiative to improve the public realm along Summerhill North.</p> <p>I look forward to working with the NTA in ensuring that the final design remains a positive development for our community and the city as a whole.</p> <p>Regards,<br/>Zita</p> | <p>Please see the NTA's response to Issue 20 in this report</p> |
| <p>NTA-C14-1766</p> | <p>Hardcopy submission.<br/>                 Summary: Concern the Scheme will cause disruption and delays for all users of Middle Glanmire Road</p>   | <p>Please see the NTA's response to Issue 7 in this report</p>  |

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| NTA-C14-781 | STC B - The restrictions at the top of York Street should be changed to allow "No Entry (Except Bicycles)" from Wellington Road. This would promote the route as a quiet street to/from MacCurtain Street and Mary Elmes Bridge and connect with raised surface treatment and other street-level treatments proposed for Wellington Road.   | Noted.  |
| NTA-C14-781 | STC B - There should be a 30km/h zone across the MacCurtain's Street and St Luke's area to support active travel and enhance the community location alongside the measures proposed.  | Please see NTA response to Issue 19.  |
| NTA-C14-781 | STC B - The filtered permeability on York Hill is very positive. It will not only activate this street for pedestrians and cyclists but will also reduce the use of this street for rat-running by motor traffic, which currently causes congestion and annoyance for other road users.   | The NTA welcomes this positive feedback.  |
| NTA-C14-781 | STC B - The location of the downhill cycle lane at the approach to the junction with MacCurtain Street/Lower Glanmire Road appears to be on the wrong side of the street. It does not seem to integrate properly with the cycle infrastructure ahead. There is also potential for significant conflict between cyclists and pedestrians in this heavily pedestrian-trafficked area.   | Please see NTA response to Issue 9. The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the corridor. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit. |
| NTA-C14-781 | STC B - There is potential for further pedestrian crossings on Summer Hill (e.g. near Clarence Terrace). The proposed new pedestrian crossing on Ballyhooly Road is very welcome. However, it may be better placed near Blackswell Lane or the entrance to the St Luke's Community Garden, which will better align with pedestrian use. All pedestrian crossings should activate with pedestrian priority over motor traffic. | Please see NTA response to Issue 15.  |

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| NTA-C14-781 | STC B - The restrictions on through traffic on Ballyhooly Road and Summer Hill by the creation of a bus gate on the northern approach to Dillon's Cross is very welcome.   | The NTA welcomes this positive feedback.  |
| NTA-C14-781 | STC B - I am very concerned that the proposed introduction of a signalised junction for motorists at St Luke's Cross will inadvertently reduce pedestrian priority at the cross. That has a detrimental effect on the community and economy of that crossroad. | Please see NTA response to Issue 15.<br>The provision of signalised junctions is anticipating to increase pedestrian priority and safety at junctions.  |
| NTA-C14-781 | STC B - Physical barriers to prevent the illegal right-hand turn at the top of O'Mahony's Avenue should be put in place. This restriction is currently constantly ignored by motorists in the absence of physical restrictions.                                | Please see NTA response to Issue 22.  |
| NTA-C14-781 | STC B - Care should be taken to ensure that current resident disabled parking bays are not removed on Old Youghal Road.  | Please see NTA response to Issue 11. The existing provision of accessible parking will be maintained along the corridor, however the location of certain parking bays may be subject to change. |
| NTA-C14-781 | STC B - The footpath/carriageway treatment at Stream Lane should continue the footpath so as to be clear that pedestrians have priority at this junction and that motorists should approach the blind corner carefully.  | Please see NTA response to Issue 15.  |



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| NTA-C14-781 | STC B - The two turning restrictions at Gordon's Hill (especially the one at the top) should state "Except Bicycles" so as to continue to support active travel along these quieter routes. However, the restrictions may need to be revised as they may currently prevent a return journey for residents of Gordon's Hill and Cahergal without travelling a very extended route (e.g. returning from Dunne Stores's in Ballyvolane).   | Noted.  |
| NTA-C14-781 | STC B - The proposed toucan crossing near Mount Brosna is very welcome for school and sports centre access in the area. The proposed cycle infrastructure on Old Youghal Road is very welcome also, particularly to connect residents of the wider area to schools and sports facilities in the vicinity of Old Youghal Road. The addition of pedestrian crossings at the top of Gordon's Hill are very welcome as this is a very difficult place to cross. A courtesy crossing should be maintained across the junction of Old Youghal Road with Murmont Lawn, where one already exists.                               | The NTA welcomes this positive feedback.  |
| NTA-C14-781 | STC B - Middle Glanmire Road: infrastructure works will need to be carried out on the street to ensure that this is more than just a quietway in name only.   | Please see NTA response to Issue 1.   |
| NTA-C14-781 | STC B - Measures will need to be taken to discourage through traffic along the Middle Glanmire road and to improve the pedestrian environment. This would bring additional benefits to residents too. A 30km/h zone should be introduced to Middle Glanmire Road and accompanying traffic calming measures. These could reallocate space restrictions from the carriageway to footpaths to limit its attractiveness as a through road for private cars. In particular, this could be applied at a pinch point between Leycester's Lane and the Orchards, which is currently a particularly poor pedestrian environment. | Please see NTA response to Issue 19.  |
| NTA-C14-781 | STC B - The proposed right turn ban on to Middle Glanmire Road from St Luke's Cross will have a disproportionately negative effect on residents compared to the potential benefits of it. Moreover, it may simply be ignored as is the right-turn-ban on Mahoney's Avenue.  | Please see NTA response to Issue 7 .<br>Following feedback at the second public consultation, held in March 2023, the design has been reviewed and amended. Amendments have included the removal of the proposed right turn ban onto Middle Glanmire Road at St Luke's Cross. |

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| NTA-C14-781 | STC B - The addition of pedestrian and cycle infrastructure at the uphill section of Leicester's Lane should be examined. The gradient from Middle Glanmire Road is very steep. Cyclists will consequently be much slower on going uphill from the Middle Glanmire Road quietway at this location, requiring a cycle lane, and may need to dismount to walk, requiring sufficient pedestrian infrastructure.   | Please see NTA response to Issue 9.       |
| NTA-C14-781 | STC B - At the Mormont Lawn end of this road, where the gradient is also very steep. The currently proposed uphill cycle lane should continue to the brow of the hill at Murmont Avenue.   | Please see NTA response to Issue 9.       |
| NTA-C14-781 | STC B - A 30km/h limit should be placed on this road as a continuation of the quietway on Middle Glanmire Road, which may require carriageway narrowing for traffic calming at the wider points of Leicester's Lane/St Christopher's Drive.  | Please see NTA response to Issue 19.      |
| NTA-C14-781 | STC B - Additional pedestrian crossings at the junction of Glen Avenue and Ballyhooly Road are welcome and will improve access to the Glen River Park entrance near here. Glen Avenue is currently outside of the scope of the project. However, there are concerns that the straight ahead restrictions at Dillon's Cross may negatively affect the road environment and that improved pedestrian crossing and speed restrictions will be needed. The existing courtesy crossings on Glen Avenue should be converted to raised tables and push button pedestrian crossings. A full-time 30km/h zone should be introduced on Glen Avenue to replace the current part-time speed limit. | Please see NTA response to Issue 15.      |
| NTA-C14-781 | STC B - There are concerns that the removal of bus gates from the western end of Old Youghal Road (that were there in the first draft of consultation) will allow private motor traffic to circumvent the bus gate at the eastern end of Old Youghal Road by travelling along Colmcille Avenue. It may be possible to prevent this by tweaking the location of bus gates on Old Youghal Road.  | Please see NTA response to Issue 4 and 7. |

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| NTA-C14-781 | STC B - There is a need for additional pedestrian crossings, especially from the proposed new car park across to the shopping area at the northern end of Colmcille Avenue. The loss of existing speed ramps is of concern to residents. The proposed pedestrian crossings should be table tops for this purpose. | Please see NTA response to Issue 15.  |
| NTA-C14-781 | STC B - The narrowing of footpaths at the shopping area approaching the junction with Old Youghal Road and the loss of short-term/set-down parking at this location should be re-examined.  | Please see NTA response to Issue 15.<br>Following the second public consultation, held in March 2023, the design has now been amended at various locations around the STC, including the proposed quiet street treatment along Springfield Road, Kerry Road, Sli Gartan, Mayfield Park and Murmont Crescent will the connect cycle users to Old Youghal Road. As a result of this, the extent of the proposed cycle tracks along Colmcille Avenue / Iona Park have been reduced and therefore no narrowing of footpaths is proposed along Colmcille Avenue/ Iona Park |
| NTA-C14-781 | STC B - The narrowing of footpaths at the shopping area approaching the junction with Old Youghal Road and the loss of short-term/set-down parking at this location should be re-examined.  | Please see NTA response to Issue 15.<br>Following the second public consultation, held in March 2023, the design has now been amended at various locations around the STC, including the proposed quiet street treatment along Springfield Road, Kerry Road, Sli Gartan, Mayfield Park and Murmont Crescent will the connect cycle users to Old Youghal Road. As a result of this, the extent of the proposed cycle tracks along Colmcille Avenue / Iona Park have been reduced and therefore no narrowing of footpaths is proposed along Colmcille Avenue/ Iona Park |
| NTA-C14-781 | STC B - A redesign should examine the public realm of this area with a view to supporting a local shopping district.  | Please see NTA response to Issue 1.<br>Public realm improvements, enhanced greenspaces and village cores will be carefully considered to improve community amenities along the routes.  |

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| <p>NTA-C14-781</p> | <p>STC B - Specific local issues to note is the nearby location of the Cope Foundation and the frequent and regular use of footpaths in the locality by people with disabilities travelling in groups. The reduction in footpath widths is something significant from this perspective as well as generally.</p> | <p>Please see NTA response to Issue 2.<br/>                 With regard to footpath widths, where footpaths are currently of substandard width, there have been increases to ensure footpaths match standard widths where practicable. Footway widths of 2m will be proposed where sufficient space is available, in line with guidance.</p>   |
| <p>NTA-C14-781</p> | <p>STC B - The loss of the 208 bus service to Colmcille Avenue the new city bus network is a bone of contention for residents of Colmcille Avenue. High quality waiting facilities at nearby bus stops will be more important now, if residents must travel further.</p>   | <p>Please see NTA response to Issue 5.<br/>                 In relation to the changes to various bus 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: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a>. The New Bus Network is a separate project to this STC and therefore a separate consultation was undertaken during 2022, where it was visible that the corridor will generally increase coverage and frequency of bus routes.</p> |
| <p>NTA-C14-781</p> | <p>STC B - The introduction of a cycle lane on Colmcille Avenue will be of benefit to residents travelling to/from the Silversprings area to school, sports, library and community facilities on the Old Youghal Road.</p>   | <p>Noted. Please see NTA response to Issue 9.</p>  |
| <p>NTA-C14-781</p> | <p>STC B - The loss of on-street parking is a negative consequence for residents of Colmcille Avenue.</p>  | <p>Please see NTA response to Issue 15.<br/>                 Following the second public consultation, held in March 2023, the design has now been amended at various locations around the STC, including the proposed quiet street treatment along Springfield Road, Kerry Road, Sli Gartan, Mayfield Park and Murmont Crescent will the connect cycle users to Old Youghal Road. As a result of this, the extent of the proposed cycle tracks along Colmcille Avenue / Iona Park have been reduced and therefore no narrowing of footpaths is proposed along Colmcille Avenue/ Iona Park</p>   |

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| NTA-C14-781  | STC B - Is very significant is the loss of four trees on Colmcille Avenue., one of which is very mature and particularly loved.  | Please see NTA response to Issue 14.<br>In response to issues raised during public consultation, a number of sections along the route were amended to reduce the impact on existing trees. Amendments to the design include the revision of the proposed cycle track on Colmcille Avenue and Iona Park to provide quiet street treatment on surrounding roads. This amendment reduces the impact to trees at this location.  |
| NTA-C14-781  | STC B - Narrowing of footpath widths to support a cycle lane is another issue on Colmcille Avenue.   | Please see NTA response to Issue 15<br>Following the second public consultation, held in March 2023, the design has now been amended at various locations around the STC, including the proposed quiet street treatment along Springfield Road, Kerry Road, Sli Gartan, Mayfield Park and Murmont Crescent will the connect cycle users to Old Youghal Road. As a result of this, the extent of the proposed cycle tracks along Colmcille Avenue / Iona Park have been reduced and therefore no narrowing of footpaths is proposed along Colmcille Avenue/ Iona Park |
| NTA-C14-781  | STC B - An uphill cycle lane should be provided as the gradient is approximately 4% the incline is a very manageable cycle for an adult or teenager. For the same reason, a downhill cycle lane may not be necessary. This is particularly so if the street was traffic calmed in other ways (e.g. the tweaking of bus gates on Old Youghal Road, the provision of tabletops, and reducing the speed limit to 30km/h). | Please see NTA response to Issue 9.  |
| NTA-C14-1023 | Mayfield to City (STC B) is largely populated by older residents. Concerns that cycle lanes will not be of benefit to older adults who cannot cycle and travel predominantly by car, by public transport or on foot.   | Please see NTA response to Issue 9.  |

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| NTA-C14-1023 | Mayfield to City (STC B) the narrowing of the width of footpaths along this corridor has caused safety concerns for those with mobility issues. | Please see NTA response to Issue 18.  |
| NTA-C14-1059 | Objection to the loss of trees on Colmcille Avenue, Iona Park and adjoining areas.  | Please see NTA response to Issue 14.<br>In response to issues raised during public consultation, a number of sections along the route were amended to reduce the impact on existing trees. Amendments to the design include the revision of the proposed cycle track on Colmcille Avenue and Iona Park to provide quiet street treatment on surrounding roads. This amendment reduces the impact to trees at this location.   |
| NTA-C14-1059 | Concerns about loss of parking spaces on Colmcille Avenue, Iona Park and adjoining areas.   | The impact on public parking has been reviewed, with alternative options considered where feasible to minimise and/or mitigate any impact on local business owners, residents and community members. A detailed parking and loading survey will be undertaken to support the next stage of design.<br>Following the second public consultation, held in March 2023, the design has now been amended to include proposed quiet street treatment along Springfield Road, Kerry Road, Sli Gartan, Mayfield Park and Murmont Crescent will the connect cycle users to Old Youghal Road. As a result of this, the extent of the proposed cycle tracks along Colmcille Avenue / Iona Park have been reduced and therefore on road parking on Colmcille Avenue will be maintained. |
| NTA-C14-1059 | Concerns about loss of footpaths on Colmcille Avenue, Iona Park and adjoining areas.  | The designs on Colmcille Avenue have been altered to reduce in the extent of the proposed cycle tracks with quiet street cycle route proposed on nearby streets, not impacting footpath widths.   |

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| NTA-C14-1059 | Concerns about increased traffic down the street on Colmcille Avenue, Iona Park and adjoining areas.  | The impacts of the Scheme on the surrounding road network will be further assessed as part of the traffic modelling exercise which will be carried out during the next design stage. This will inform signal timings and provide additional mitigation measures where appropriate.  |
| NTA-C14-1059 | Residents are concerned that the regular 208 bus will no longer go along Colmcille Avenue and will be replaced by the 221 service, which will stop only once per hour. No area should suffer a loss in bus services as a result of Bus Connects; there needs to be better and more regular service throughout the city. | Please see NTA response to Issue 5. In relation to the changes to various bus 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: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this STC and therefore a separate consultation was undertaken during 2022, where it was visible that the corridor will generally increase coverage and frequency of bus routes. |



## Appendix B. Responses to General Submissions

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| Reference          | Statement   | NTA Response  |
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| <b>NTA-C14-2</b>   | Camera enforcement of bus gates would need to be a non-negotiable necessity if this watered-down plan is to have any effect.  | Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.   |
| <b>NTA-C14-31</b>  | Ringaksiddy industrial area is severely lacking viable public transport options to the city. The 223 or 225 bus operates once every hour. Additional services at peak times (arriving 7 - 9 am, departing 4 - 6 pm) are required  | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme.   |
| <b>NTA-C14-567</b> | It grants complete and utter deference in the overwhelming majority of instances to car parking space 'owners', especially those parking on public roads. There is a fundamental misunderstanding about parking by those who park on public roads. A car parking space on a public road is not a right, it is a privilege, particularly in the city centre and on key arterial roads into the city centre. Many European cities are now adopting this view and are removing them to the benefit of the city as a whole. The idea the city should be condemned to gridlock by such people, particularly those already living quite close to or in the city, is absurd. Even in instances of 'quick wins' such as Ballincollig's main street, which has thousands of car parking spaces adjacent to the main street on both sides of the road, the NTA has deferred to the loud minority. | The impact on parking has been reviewed and the design proposed to minimise and/or mitigate the impact on local residents, business owners and community members. Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision.  |
| <b>NTA-C14-567</b> | The 'Bus Gates' are only magic paint. The NTA has no concrete plans to enforce the Bus Gates. We've seen the Gardai and Cork City Council's unwillingness to prosecute vagrant parking violations, or the pitiful private vehicle 'ban' on Patrick Street. The idea that either body will have the ability or willingness to enforce the bus gates is utterly ridiculous. Voluntary compliance has not worked, will not work and cannot work in such a car dominant city.   | Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.   |
| <b>NTA-C14-567</b> | From a planning and policy side, the current iteration of the BusConnects plan is at odds with the National Investment Framework for Transport in Ireland, the National Development Plan, the Climate Action Plan, the Regional Spatial and Economic Strategy for the Southern Region.  | The proposed sustainable transport corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork.<br><br>The NTA will continue to engage with the relevant bodies to inform them of the views received from the public in relation to requested improvements. The NIFTI encourages the use of active travel and public transport, which are specific BusConnects objectives. A high-level |

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|                    |  | <p>strategic investment priority of the National Planning Framework is 'Protection and Renewal', making best use of existing assets by protecting and renewing existing land transport networks and then maximising its value - this is the objectives of BusConnects as the scheme uses existing networks and improves them where possible, taking into consideration economic, environmental and social impact.</p> <p>An Environmental Impact Assessment (EIA) process 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>  |
| <b>NTA-C14-567</b> | <p>The current iteration of the BusConnects plan is in contradiction with the National Investment Framework for Transport in its refusal to apply statutory powers to appropriate the necessary number of parking spaces on public roads for reallocation to public transport use, because the failure to build adequate bus lanes and specify how bus gates will be enforced will mean busses will remain an unreliable form of public transport, and will not be used in the required numbers. Accordingly, the objectives set out in the National Investment Framework for Transport cannot be met by the current plan.</p> | <p>Based on feedback from previous consultations, the retention of parking spaces has been maintained, if the overall scheme objectives are met. The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. With regards to policing of bus gates, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. The BusConnects plan can facilitate the objectives set out in the National Investment Framework for Transport.</p> |
| <b>NTA-C14-567</b> | <p>The current iteration of the BusConnects plan is in contradiction with the National Development Plan its refusal to apply statutory powers to appropriate the necessary number of parking spaces currently on public roads, for reallocation to public transport use.</p>   | <p>The retention of parking spaces has been maintained if the overall scheme objectives are met. The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. The National Development Plan sets to improve the accessibility between key urban centres and their regions, as well as ensuring rural areas are strengthened and rural contribution is harnessed. The BusConnects plan can facilitate the objectives set out in the National Development Plan.</p>  |
| <b>NTA-C14-567</b> | <p>The current iteration of the BusConnects plan is not sufficient to reach the targeted required activity travel and public transport journeys, given the failure to build appropriate bus lane infrastructure due to numerous choke points expected as a result</p>  | <p>The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a</p>  |

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|                    | <p>of capitulation to the users of private parking spaces and failure to plan how BusGates will be enforced As such it is not aligned with the Climate Action Plan.</p>   | <p>modal shift for the corridor.</p> <p>An Environmental Impact Assessment (EIA) process 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 Climate Action Plan's key objectives and actions include increasing the number of daily journeys using public transport and active travel modes, constructing an additional 1,000km of cycling and walking infrastructure, commence delivery of BusConnects Network redesigns, balance better movement priorities within urban areas etc. These objectives and actions reflect the objectives and design decisions made in the BusConnects plans.</p>  |
| <b>NTA-C14-567</b> | <p>The current iteration of the BusConnects plan is in contradiction with many objectives of the Southern RSES in that it is not transformative, by it's design it cannot be well functioning as it is not integrated or cohesive, and for the reasons outlined above it will not encourage the necessary switch from the private car.</p>  | <p>The proposed bus lanes, bus gates and traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. Regarding the transformative nature of the scheme, and integrating to other areas and future schemes, the NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements. Specific objectives of the Southern RSES are high capacity public transport corridors, prioritisation of buses over car traffic, high bus service frequency and improved journey times and a better developed cycle network, all of which are covered by the current iteration of the BusConnects plan.</p> |
| <b>NTA-C14-569</b> | <p>I am strongly disappointed with the recently published revisions to the BusConnects Cork plan. While not perfect, and certainly needing compromises in key areas such as the Mangala flyover, the previously published plan at least represented ambition to deliver real change. The current iteration is a capitulation, will fail, and in its attempt to appease a highly vocal minority of people will damn the city to generations more of gridlock.</p>  | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>   |
| <b>NTA-C14-569</b> | <p>It grants complete and utter deference in the overwhelming majority of instances to car parking space 'owners', especially those parking on public roads. There is a fundamental misunderstanding about parking by those who park on public roads. A car parking space on a public road is not a right, it is a privilege, particularly in the city centre and on key arterial roads into the city centre. Many European cities are now adopting this view and are removing them to the benefit of the city as a whole. The idea the city should be condemned to gridlock by such people, particularly those already living quite close to or in the city, is absurd. Even in instances of 'quick wins' such as Ballincollig's</p> | <p>The impact on parking has been reviewed and the design proposed to minimise and/or mitigate the impact on local residents, business owners and community members. Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision.</p>   |

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|                    | main street, which has thousands of car parking spaces adjacent to the main street on both sides of the road, the NTA has deferred to the loud minority.  |   |
| <b>NTA-C14-569</b> | The 'Bus Gates' are only magic paint. The NTA has no concrete plans to enforce the Bus Gates. We've seen the Gardai and Cork City Council's unwillingness to prosecute vagrant parking violations, or the pitiful private vehicle 'ban' on Patrick Street. The idea that either body will have the ability or willingness to enforce the bus gates is utterly ridiculous. Voluntary compliance has not worked, will not work and cannot work in such a car dominant city. | Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.   |
| <b>NTA-C14-37</b>  | Concerned about the bus route 206. The new transport plan for cork city caters only for the young and mobile.   | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme.   |
| <b>NTA-C14-569</b> | From a planning and policy side, the current iteration of the BusConnects plan is at odds with the National Investment Framework for Transport in Ireland, the National Development Plan, the Climate Action Plan, the Regional Spatial and Economic Strategy for the Southern Region.  | <p>The proposed sustainable transport corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork.</p> <p>The NTA will continue to engage with the relevant bodies to inform them of the views received from the public in relation to requested improvements. The NIFTI encourages the use of active travel and public transport, which are specific BusConnects objectives. A high-level strategic investment priority of the National Planning Framework is 'Protection and Renewal', making best use of existing assets by protecting and renewing existing land transport networks and then maximising its value - this is the objectives of BusConnects as the scheme uses existing networks and improves them where possible, taking into consideration economic, environmental and social impact.</p> <p>An Environmental Impact Assessment (EIA) process 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> |
| <b>NTA-C14-569</b> | The current iteration of the BusConnects plan is in contradiction with the National Investment Framework for Transport in its refusal to apply statutory powers to appropriate the necessary number of parking spaces on public roads for reallocation to public transport use, because the failure to build adequate bus lanes and specify how   | Based on feedback from previous consultations, the retention of parking spaces has been maintained, if the overall scheme objectives are met. The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme   |

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|                    | <p>bus gates will be enforced will mean busses will remain an unreliable form of public transport, and will not be used in the required numbers. Accordingly, the objectives set out in the National Investment Framework for Transport cannot be met by the current plan.</p>   | <p>progresses. With regards to policing of bus gates, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. The BusConnects plan can facilitate the objectives set out in the National Investment Framework for Transport.</p>  |
| <b>NTA-C14-569</b> | <p>The current iteration of the BusConnects plan is in contradiction with the National Development Plan its refusal to apply statutory powers to appropriate the necessary number of parking spaces currently on public roads, for reallocation to public transport use.</p>   | <p>The retention of parking spaces has been maintained if the overall scheme objectives are met. The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. The National Development Plan sets to improve the accessibility between key urban centres and their regions, as well as ensuring rural areas are strengthened and rural contribution is harnessed. The BusConnects plan can facilitate the objectives set out in the National Development Plan.</p>   |
| <b>NTA-C14-569</b> | <p>The current iteration of the BusConnects plan is not sufficient to reach the targeted required activity travel and public transport journeys, given the failure to build appropriate bus lane infrastructure due to numerous choke points expected as a result of capitulation to the users of private parking spaces and failure to plan how BusGates will be enforced As such it is not aligned with the Climate Action Plan.</p> | <p>The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor.</p> <p>An Environmental Impact Assessment (EIA) process 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 Climate Action Plan's key objectives and actions include increasing the number of daily journeys using public transport and active travel modes, constructing an additional 1,000km of cycling and walking infrastructure, commence delivery of BusConnects Network redesigns, balance better movement priorities within urban areas etc. These objectives and actions reflect the objectives and design decisions made in the BusConnects plans.</p> |
| <b>NTA-C14-569</b> | <p>The current iteration of the BusConnects plan is in contradiction with many objectives of the Southern RSES in that it is not transformative, by it's design it cannot be well</p>  | <p>The proposed bus lanes, bus gates and traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. Regarding the transformative</p>   |

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|                    | functioning as it is not integrated or cohesive, and for the reasons outlined above it will not encourage the necessary switch from the private car.  | nature of the scheme, and integrating to other areas and future schemes, the NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements. Specific objectives of the Southern RSES are high capacity public transport corridors, prioritisation of buses over car traffic, high bus service frequency and improved journey times and a better developed cycle network, all of which are covered by the current iteration of the BusConnects plan. |
| <b>NTA-C14-581</b> | Proposals by bus connects for the Douglas area will increase traffic in an area that already has a traffic Jam every day.   | Traffic data has informed the updated proposals and will continue to be reviewed at the next stage of the scheme development. A comprehensive traffic management plan will be developed to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets.  |
| <b>NTA-C14-581</b> | Direct traffic from Rochestown, Maryborough, Carrigaline Donnybrook and Grange to the back Douglas road. Adult and children's lives are in danger.  | The BusConnects proposals are seeking to make it easier and safer 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 for all types of road users will be improved.<br><br>As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.                  |
| <b>NTA-C14-594</b> | The Ballyvolane area is quite large and has grown significantly over the last two decades with plans to add hundreds if not thousands of homes and apartments in the near future. A 60km/h ring road, inside a suburb/ residential area within cork city with no cycling facilities is INSANE.  | The Sustainable Transport Corridors are proposed on the busiest routes into and out of the City Centre.   |
| <b>NTA-C14-627</b> | This is a plan that benefits many more Cork residents and visitors than a small minority of the populace inconvenienced by less parking. I would be excited to see Bus Connects continue that momentum of making Cork City a more clean and liveable city.  | The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.   |
| <b>NTA-C14-627</b> | With regards to the Bus Gates, these are practical in theory but they are only as effective as the enforcement. We've seen Patrick Street Bus Priority is a good example without constant enforcement the priority is rendered impotent. I believe having cameras on Buses to capture violations will aid in such enforcement but it should be considered providing some leniency to motorists caught breaking the priority lane rules, first | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable  |



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|                    | violation should just be a warning, second violation is a small fine of €10 and following/repeat violations should increase exponentially.  | and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.  |
| <b>NTA-C14-45</b>  | I think the new proposals would need a vast re-think as the bus serving MTU through Douglas is full every day with students as is the 206 serving Christ king & Douglas Comm & Christ Rí. I'm totally against these proposed changes  | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme.  |
| <b>NTA-C14-638</b> | The residents of Cork City are overly reliant on car travel and this will not change without radical overhaul of the current public transport offering. The streets are simply not wide enough to support on-street parking and large amounts of traffic. The bus service in Cork currently is horrendous and cannot be relied upon. To encourage the public to use the buses and reduce our reliance on private cars, the buses must be punctual and reliable. However, there needs to be balance and an alternative to on-street parking for those who will be affected by the proposed changes. Residents of Cork City can't be expected to get rid of their cars and put their faith in the proposed bus service when they have been failed by Bus Eireann for decades. | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour. |
| <b>NTA-C14-673</b> | I am writing this letter to express my unwavering support for the older, superior plan for Cork BusConnects, emphasizing the need for improved cycling lanes, as well as the urgent implementation of robust enforcement measures to police bus lanes and prevent illegal parking in cycling lanes. I have carefully examined the proposals and firmly believe that these elements are crucial for an effective and sustainable public transportation system in Cork.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-673</b> | To ensure the seamless operation of bus services, it is imperative to implement a robust enforcement system to police bus lanes. The introduction of cameras in bus lanes will serve as a deterrent against unauthorized vehicles entering these lanes, reducing the risk of delays and ensuring smoother journeys for bus passengers. By deploying this technology and providing adequate resources for monitoring, Cork City Council can effectively enforce the proper use of bus lanes, promoting the reliability and punctuality of public transportation services.  | Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.  |
| <b>NTA-C14-673</b> | In order to create a safe and conducive environment for cyclists, it is essential to enforce regulations regarding the proper usage of cycling lanes. Illegally parked vehicles in cycling lanes pose significant risks to cyclists, impeding their safety and discouraging   | Regarding to the enforcement and legislation of the proposed overall Scheme, further supporting enforcement and traffic calming measures will be introduced to ensure compliance with the measures proposed later in the Proposals, through discussions between the NTA and CCC.   |

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|                    | <p>cycling as a viable mode of transportation. Therefore, it is crucial to implement strict enforcement measures and penalties for those who park in cycling lanes.</p>   |  |
| <b>NTA-C14-673</b> | <p>The enforcement of bus and cycling lanes should be complemented by public awareness campaigns that educate motorists and cyclists alike about the importance of adhering to lane regulations. These campaigns can promote a culture of respect for designated lanes, fostering a greater understanding of the benefits they provide and encouraging responsible behavior among all road users.</p>   | <p>Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.</p>   |
| <b>NTA-C14-701</b> | <p>It's difficult to determine the full impact this early in the process with limited information available without being provided with its implications i.e. environmental, ecological, traffic impact, etc. and this is unfair.</p> <p>There would be a very significant traffic impact as a result of the proposals. For example, the removal of a turning lane from Boreenmanna Road to the N27. Without understanding the implications of the proposals it is unclear how critical decisions such as identifying emerging preferred routes/ proposals have been made i.e. It has been decided without all required information to do so.</p> <p>The proposed left-turn ban on Ballinlough Road would have very significant implications for properties in this area. This would be particularly an issue during peak hours with a proposed 'Bus Gate' at St. Finbarr's Hospital prohibiting outbound car traffic movements. The result of such measures would be significant re-routing and longer journeys. The reversal of the no entry and the creation of a one-way system, as it appears to be proposed along Ballinlough Road is unnecessary. Minimising rat-running along Ballinlough Road could be accomplished by reversing the no-entry at the eastern end without prohibiting two-way movements along the western end (city end) as far as, say, Bernadette Way.</p> <p>Much of the layout is contrary to DMURS principles with significant visual widening and loss of trees from locations where they are required.</p> <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>It is unclear whether the proposed parking area adjacent to Rockboro School is feasible. There does not appear to be sufficient space to accommodate the number of spaces shown without significant land take and costly construction. There is a risk that these mitigating measures may never be constructed or would be significantly reduced.</p> <p>It's unclear whether cyclists would be allowed to use bus lanes. It would certainly be more difficult for cyclists to use carriageways if this was implemented. Many cyclists would be significantly impeded using the proposed 1.5 metre wide cycle lane which passes through bus stop passenger standing areas.</p> | <p>The proposed Scheme aims to implement positive changes to active travel infrastructure, reducing car usage. Therefore, walking, cycling and wheeling will also become a more attractive alternative to the private car through improved pedestrian and cycling facilities. The aims of BusConnects Cork improving bus and cycle measures are to restrict traffic growth by allowing alternatives to car travel, therefore general traffic capacity will not increase. All journeys throughout the Scheme area will still be possible, some with a slight increase in distance.</p> <p>The impacts of the Scheme on the surrounding road network will be further assessed as part of the traffic modelling exercise which will be carried out during the next design stage, with mitigation measures provided where appropriate.</p> <p>The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. Local access will be maintained, although short diversions may be required in certain locations where bus gates are proposed. Access will be maintained for emergency vehicles along the Proposed Scheme.</p> <p>An Environmental Impact Assessment Report (EIAR) will be prepared for the proposed Scheme and submitted as part of the planning application. The EIAR includes an assessment of potential noise, air and ecological impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in their assessment of the Scheme.</p> |

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|  | <p>Residents who chose to live at sustainable city locations would be those most negatively impacted by the proposals and likely to gain the least.</p> <p>Losses may include the ability to own a vehicle which may be required by a resident and it appears that there would be additional traffic movements through the community. This information has not yet been presented.</p> <p>It appears that modelling has not been carried out as yet. It has not been established but one way routes and banning through routes such as Rosebank would result in longer car journeys and are contrary to DMURS layouts which promote permeability and seek to reduce intensity of routing through housing estates.</p> <p>It's unfair that the decision for granting this is not being carried out at local level. The overall design of the routes is extremely wide and is 'highway' orientated is contrary to DMURS, which is mandatory. This approach would likely result in community severance.</p> <p>It's unclear if any alternatives have been considered. Other options which may be more suitable include greater traffic management proposals that may have less detrimental effects on residents. It is unclear whether any assessment has been carried out in relation to actual demand requirements for the level of infrastructure. The overall scheme would result in significant provision of public transport capacity leading to a single location inbound. There's potential for a lot of empty buses particularly during off peak times.</p> <p>No phasing proposals appear to have been provided. It's unclear as to whether it would be applied as a single permission, or would it be split into a number of projects.</p> <p>The construction impacts may be very severe. This has not been presented.</p> <p>Presumably the modelling will be presented to the public at some point including the assumptions made in relation to the changes required to travel behaviour in order to avoid a completely unusable private car system.</p> <p>Conclusion</p> <p>I am concerned about the impact on suburban streets due to potential changes in travel patterns and increased traffic on residential neighbourhood streets. I'm concerned about the approach of asking the public to comment on such an extensive plan within a single period with limited informing data. The impacts have not been highlighted or presented.</p> <p>It has been up to the public to figure it out. I'm concerned that the local elected representatives are not part of the planning process in the context of their position.</p> <p>It appears that a broad brush approach has been taken i.e. pick a general cross-section and apply it to routes including bus lanes whether they are required or not, at all locations. It is clear that many of the refinements from the previous consultation are improvements and would reduce the impact. These are however only modification from the previous consultation material as opposed to considering a complete new approach.</p> <p>As previously stated, no alternative options have been presented for consideration.</p> <p>At local level my main concerns are for the removal of vehicular access to Ballinlough</p> |  |
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|                           | <p>Road from Douglas Road west of St Finbarr’s Hospital particularly in conjunction with the adjacent Bus Gate. The removal of parking along Boreenmanna and its likely impact on adjacent areas is also of particular concern.</p>   |   |
| <p><b>NTA-C14-772</b></p> | <p>We need to make Cork a more modern European city. Cork is a beautiful city but it deserves far better public transport and infrastructure. Proper bus corridors and cycle infrastructure are badly needed and can only be the start. It’s not going to be easy but if we don’t start now, then when?</p> | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>   |
| <p><b>NTA-C14-51</b></p>  | <p>I express my full endorsement of the Bus Connects project, recognizing its crucial role in shifting from car-centric design and urban sprawl to a more interconnected city.</p>  | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p> <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be 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. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The ‘preferred cross-section template’, where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.</p> |

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|                    |  | <p>As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p> |
| <b>NTA-C14-781</b> | <p>It is important that a holistic picture of the transport plans that are under the National Transport Authority is presented to the public as a vision for transport in the city and progressed on a similar timeline to BusConnects. This includes:</p> <ul style="list-style-type: none"> <li>• The re-opening of a Blackpool railway station (under the Cork Area Commuter Rail programme)</li> <li>• The Northern Distributor Road</li> <li>• A P&amp;R at Blarney, as part of the Cork–Limerick scheme</li> </ul>   | <p>Future committed transport schemes will continue to be considered within the design proposals and supporting traffic modelling. The NTA will continue to work closely with Cork City Council and other relevant stakeholders.</p>   |
| <b>NTA-C14-781</b> | <p>It will be very important for clarity and adherence that bus gates are enforced through automatic rising bollards as opposed to camera enforcement.</p>   | <p>Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.</p>   |
| <b>NTA-C14-51</b>  | <p>Cycling tracks should be smooth, continuous, and of a suitable surface to encourage usage. Cycle lanes should be on both sides of the road for easy access to junctions. A curb between the footpath and cycle lane will minimize conflict between pedestrians and cyclists. Physical barrier, such as bollards, should separate the road and cycle lane .</p> <p>Douglas Road - Bellair Estate Junction: Ensure easy access from the cycle lane on Cross Douglas Road into Bellair estate, as this junction is frequently used by active mobility users. Cross Douglas Road - onto Douglas Road: The left turn here should have a cycle lane</p> | <p>Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.</p>   |
| <b>NTA-C14-51</b>  | <p>Pedestrian crossings should be raised and bricked, prioritising pedestrians and encouraging walkability, especially near bus routes. Cross Douglas Road - onto Douglas Road: The left turn here should have a footpath.</p>   | <p>With regard to crossings, a number of new pedestrian crossings are included in the proposed STC to cater for desire lines. Additionally, existing crossing facilities have been reviewed and will be upgraded</p>   |

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|                    |  | throughout the Scheme to provide safe routes for all users. Crossings, lighting, maintenance, traffic calming and signal timings will be considered in the next stage of design, supported by traffic modelling.  |
| <b>NTA-C14-51</b>  | Clear signage and enforcement measures, such as cameras or electronic bollards, are needed to prevent motorists from ignoring bus gates.   | Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.   |
| <b>NTA-C14-51</b>  | All bus stops should have adequate shelters.   | Bus shelter provisions will be significantly expanded as part of the Bus Connects plan. A large number of additional bus shelters will be provided in new locations, particularly where connecting services are being provided.   |
| <b>NTA-C14-797</b> | My opinion relates to Blackpool especially - this is good for the people of Blackpool. It will create a cleaner and healthier environment. It will allow local people to move about in the village and do their shopping with ease. Please do not dilute your plans. We need a real public transport system in Cork. | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-797</b> | Please ensure cycle lanes are connected and continuous and differentiated from pedestrian and car lanes. Provide Bike Repair points at open areas.   | Noted. The BusConnects proposals are seeking to make it easier and safer 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 for all types of road users will be improved.   |
| <b>NTA-C14-797</b> | Where possible plant trees - there are lots of little green spaces along streets and roads. Develop 'Parklets' i.e. mini parks with seating where ever you can.  | The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. |
| <b>NTA-C14-810</b> | Increasing public transport options benefits everyone in the city, regardless of whether or not they use public transport directly, by removing cars that would otherwise be contributing to traffic congestion and competing for parking space.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-812</b> | I believe bus connect is an amazing idea, allowing any bus to avoid something cars cannot - traffic. Hopefully this will make buses more attractive than cars. Thank you for allowing citizens to give their ideas.  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation   |

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|                    |   | process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour. |
| <b>NTA-C14-52</b>  | The new network design should include a bus route connecting CIT to Mahon via South Douglas Road  | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme.  |
| <b>NTA-C14-812</b> | Enforcement of bus lanes is a potential problem. I don't think garda postings are a good enforcement option, as they'd be too intrusive. However, putting cameras on buses to read license plates would allow for the identification of cars that inappropriately use the bus lane.   | Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.  |
| <b>NTA-C14-827</b> | I sincerely hope all of the proposed BusConnects routes and cycle lanes are implemented. Anything that can be done to reduce the use of cars and offer a practical alternative for people will be adopted by the majority of people.  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-834</b> | Limited information is provided to assess the impact of trafficmanagement proposals on accessibility to Tesco Ireland store for vehicular traffic. It is perceived that access restrictions on East Douglas Road, and prevention of traffic from using R610 Douglas Road inbound during 'peak hours only', is likely to put considerably more pressure on the surrounding traffic junctions, including the Douglas Village Shopping Centre car park and service yard entrances. Disruption to traffic flow into the shopping centre carpark will negatively impact the commercial viability of not just the Tesco store, but all of the businesses located in this complex. | Regarding construction impact, when roads and streets are being upgraded there may be some temporary disruption / alterations to access in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works   |
| <b>NTA-C14-64</b>  | There should be more routes connecting surrounding towns rather than just the city.   | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here:  |



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|                    |  | <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme.   |
| <b>NTA-C14-838</b> | I would like to voice my overall support for the scheme. It's important we improve cycling and public transport infrastructure, and reduce our car dependency. This would improve the liveability of our City. I personally live along proposed Route F.   | Engagement will be ongoing through the next design stage, including in relation to the location of the proposed bus gates.  |
| <b>NTA-C14-854</b> | In general the focus still seems to be on putting in hard infrastructure and technology rather than focussing on the challenges of commuters, residents or motorists. I have not found any description of how the proposed infrastructure will resolve bottle necks or reduce travel time.                         | BusConnects proposals are seeking to make 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.  |
| <b>NTA-C14-854</b> | The overall scheme seems to be focussed on a few key metrics (km of STC) to the exclusion of all else, including quality of life along the routes and whether the proposed swathes of concrete actually contribute in any meaningful way.  | 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. |
| <b>NTA-C14-854</b> | If we are to lose some green areas (shared and private) and mature trees for sustainable transport, that is a very delicate tradeoff - I do not see that tradeoff addressed. Residents may feel that traffic at peak times is an acceptable price to pay for having more green space and soft landscaping overall. | The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.<br><br>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.   |

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| <b>NTA-C14-854</b> | Approximate number of properties that may be impacted, approximate number of on-street parking spaces that may be removed, approximate number of roadside trees that may be removed. Overall, it's not clear at all what problem this whole scheme aims to solve, or how it would solve that problem, or whether it just creates new different problems.  | <p>BusConnects is a key part of the Government's policies to improve public transport and to address climate change in Ireland's major urban centres.</p> <p>As a result of providing additional bus lanes and cycleway facilities, properties and existing trees will be affected but measures will be put in place to mitigate these impacts. More information on the BusConnects Cork can be found at the following NTA website - <a href="https://busconnects.ie/cities/cork/">https://busconnects.ie/cities/cork/</a>. Details of the current proposals will be displayed and available at the forthcoming Public Consultation events being held in November 2023.</p> <p>A detailed parking and loading survey will be undertaken to support the next stage of design.</p> |
| <b>NTA-C14-856</b> | Bus gates – how are these going to be enforced? Painted box on road is useless... When are the bus gate times? How can an adequate judgement be made as on these when they appear to be unknown currently? This, again, shows the level of thought and preparedness gone into BusConnects – why is it that these details are not available?   | The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.   |
| <b>NTA-C14-2</b>   | I would like to see some of the originally proposed bus lanes restored  | The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.   |
| <b>NTA-C14-66</b>  | The buses to and from cloyne and not frequent, and on Sundays there are no buses at all to cork city center   | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme.  |
| <b>NTA-C14-856</b> | Reducing lanes to "shoehorn" bus and cycle lanes in everywhere just seems to be an approach to "bus wash" a public transport solution. I believe more thought is needed. Effectively it appears to me that the result is more bottlenecks and increased delays for all. If more cars are forced into a reduced usable space, then surely that will lead to longer journey times and thus more emissions? This wouldn't be pro-environment surely. | Traffic data has informed the updated proposals and will continue to be reviewed at the next stage of the scheme development. A comprehensive traffic management plan will be developed to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets. The proposed traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the STC corridors, with the potential to reduce through commuter traffic.  |
| <b>NTA-C14-856</b> | Is the number of trees being removed being replaced with at least an equal or greater number on the routes affected? Total loss = 714! The loss of these many trees in  | The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being   |

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|                    | unconscionable and the fact this project is being pitched as eco-friendly just adds salt to the injury.   | <p>balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STCs. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>  |
| <b>NTA-C14-856</b> | Has the negative environmental impact been assessed for where when Bus Gates are in effect that increased journeys for cars etc using “diversionary” routes have to drive “around” to get to where they’d normally go in a shorter period of time?  | <p>The Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the corridor which will include the assessment of traffic impacts. These impacts will be considered by An Bord Pleanála in their assessment of the route.</p>  |
| <b>NTA-C14-856</b> | How are the lost parking spaces going to be replaced? Removal of parking in heavily populated areas does not automatically equate to uptake in public transportation. The obvious consequence of this measure is an increase in hazardous/disruptive parking on side streets and inside housing estates. This can lead to the partial/total blockage of access for emergency vehicles and bin lorries to those areas, not to mention on the impact of illegal parking on footpaths – which disproportionately affects the elderly, people with mobility issues and parents with small children. | <p>The impact on public parking and loading, particularly within village centre areas, has been reviewed and the updated design proposes to minimise and/or mitigate the impact on local residents, business owners and community members. The design has sought to minimise the impact on lost parking spaces as much as possible and identified opportunities to provide replacement parking.</p> <p>Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision. A detailed parking and loading survey will be undertaken to support the next stage of design.</p> |
| <b>NTA-C14-116</b> | Buses should be fitted with cameras and fixed fines set for cars seen in the bus gates, bus stops and bus lanes.  | <p>The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.</p>   |
| <b>NTA-C14-858</b> | The amendments that have appeared in the phase two plans are welcome. I remain pro the need for a better sustainable bus service and associated mobility works.   | <p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>  |

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| <b>NTA-C14-858</b> | Within several neighbourhoods with the south east area of Cork City, which I represent, many of the phase one plans created much deep anger and deep mistrust of the NTA and Bus Connects, mainly because of what I would deem a tokenistic communication campaign.                 | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-858</b> | I am still receiving many emails from local people whose general questions, through email to Bus Connects during this past phase two process, have been left unanswered.  | The NTA notes this response. The NTA has committed to a third round of non-statutory public consultation.   |
| <b>NTA-C14-858</b> | I deem it very unfair to send out animation videos into the public realm, which do not show the below and after changes belonging to the phase two proposals.   | The NTA notes this response. 3D visualisations were produced and shared to aid the understanding of the consultation designs.   |
| <b>NTA-C14-859</b> | I wish to express my total support for this scheme. The council have already stated that the cities roads are at capacity midweek and Cork's population is expected to grow by around 50% in the next 20-30 years. Any further compromised to the plan would be very disappointing. | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-866</b> | As a resident along the Ballincollig route on Model Farm Road, I am in favour of the project.   | The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.   |
| <b>NTA-C14-866</b> | I request that all design decisions be taken in a clear order of priorities, whereby different users' needs of the infrastructure are prioritised as follows:<br>1. Pedestrians<br>2. People on bicycles<br>3. Busses<br>4. Other motorised vehicle traffic (cars, HGVs etc)        | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.<br><br>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.<br><br>The potential impacts of the proposed scheme will be 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. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, |

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|  |  | <p>including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p> <p>Pedestrian safety and connectivity has been a primary driver for the Preferred Route Option scheme design. General enhancements are proposed to all junctions along the route to provide a safer environment for pedestrians. These measures include:</p> <ul style="list-style-type: none"> <li>• Provision of new and upgraded signalised pedestrian crossing facilities along the route to include tactile paving;</li> <li>• New mid-block pedestrian crossings in appropriate locations including at bus stop locations;</li> <li>• Provision of footways where none are currently present and increasing footpath widths in some locations where widths are currently substandard; and</li> <li>• Raised, continuous footways across side roads.</li> </ul> <p>The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical</p> |
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|                    |   | segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.   |
| <b>NTA-C14-866</b> | I further propose that the design team consult with experts in the field of active travel design (eg city planners in Copenhagen or Amsterdam) to acquire expertise, rather than to rely on inadequate NTA guidelines for active travel design. | Cycling facilities will be provided in accordance with the relevant guidelines.   |
| <b>NTA-C14-870</b> | All routes<br>Where are the set-down places for cars to drop people off/pick up? Especially around schools?<br>Are the buses to travel only on these corridors?<br>Why is there no orbital corridor proposed?                                   | BusConnects is a key part of the Government's policies to specifically improve public transport and to address climate change in Ireland's major urban centres. BusConnects includes 9 initiatives including the building of new bus corridors and cycle lanes.<br>NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements of the bus services and routes, and to continue to engage with local schools to seek safety improvements, where necessary, for all users.<br>More information on the BusConnects Cork can be found at the following NTA website - <a href="https://busconnects.ie/cities/cork/">https://busconnects.ie/cities/cork/</a> . Details of the current route proposals will be displayed and available at the forthcoming Public Consultation events being held in November 2023.<br>A detailed parking and loading survey will be undertaken to support the next stage of design. |
| <b>NTA-C14-889</b> | I welcome any changes to improve both public transport and non-motorised transport throughout cork city.  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-134</b> | There is a lack of a route in the lower Wilton/ Togher area and the supposed route that includes Togher is in ballyphehane and does not enter Togher  | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme.   |
| <b>NTA-C14-889</b> | I am disappointed that the second round of consultation has stepped back its ambitions, but fully support the needed modal changes.   | This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors.   |

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| <b>NTA-C14-889</b> | I believe this scheme is not the best iteration and you should have stuck with the first suggestion. Bowing to public pressure has led to a weakened scheme. And while I generally support public participation, in this case there is a lot of NIMBYism around this scheme.  | This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors.   |
| <b>NTA-C14-889</b> | I would like to see all trees reinstated, with increased tree planting and establishment of green corridors where possible  | <p>Tree planting and other environmental aspects are to be included to enhance the urban realm experience for all, where possible. The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STCs. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p> |
| <b>NTA-C14-928</b> | More sustainable and reliable traffic management will increase the quality of life in this city. While I drive myself for most of my journeys, I hope to change this once there are viable alternatives to private cars available. I am willing to sacrifice on street parking.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-949</b> | I am writing to express my resolute support for the Cork BusConnects proposals, while strongly advocating for the retention of the original proposals. As a resident of the Douglas Road I firmly believe that these initiatives are crucial for the betterment of our city's transportation network and the quality of life of its residents.  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-949</b> | While acknowledging the need for continuous refinement and adaptation, it is imperative to stress the importance of retaining the original proposals put forth by the Cork BusConnects team. They represented a plan to address the challenges faced by our current transportation system and provide tangible improvements to meet the needs of our growing population. Unfortunately I believe that the changes to the STCs following the first round of consultations has resulted in a new proposal that will not deliver the | This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors.   |



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|                    | required improvements in public and active transport, while making private car journeys quite frustrating.   |  |
| <b>NTA-C14-949</b> | The existing BusGate on St Patrick's Street is a failure as enforcement is not enacted and the proposals for mixed walking and cycling paths in the suburbs are sure to create further conflict between pedestrians and cyclists.  | One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.   |
| <b>NTA-C14-137</b> | Buses are not on time. It would be far better if these buses come in 15 mins gap at least.   | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme.  |
| <b>NTA-C14-972</b> | Overall I strongly support the BusConnects Cork scheme and any changes should go further towards increasing the quality and number of cycle and bus lanes in order to combat our local impact on climate change, encourage sustainable growth, and make the city safer, more liveable, and healthy.  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-972</b> | I wish to express my concerns and provide input regarding the proposal to cut down mature trees to make space for bus and cycle lanes while retaining unnecessary left and right turn vehicle lanes and, in places additional, parking. I strongly urge you to consider the environmental implications and explore the option of tree transplantation as an alternative to cutting down these mature trees. This approach aligns with the growing global emphasis on preserving urban green spaces and maintaining biodiversity within our cities. | The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.<br><br>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STCs. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed. |
| <b>NTA-C14-972</b> | I wish to advocate for the inclusion of small-radius turns and raised table crossings at all major-minor junctions on the scheme, and entrance kerbs at all property entrances crossing footpaths. This approach encourages slower traffic speeds, creating a safer environment for all road users.  | Crossings, lighting, maintenance, traffic calming and signal timings will be considered in the next stage of design, supported by traffic modelling.   |

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| <b>NTA-C14-972</b> | The implementation of raised table crossings at junctions with side roads will improve the pedestrian experience in Cork. These raised tables provide a level surface for crossing, eliminating the need to step down and up, ensuring seamless accessibility for everyone. Particularly, individuals with disabilities and those pushing buggies will greatly benefit from this.  | With regard to crossings, a number of new pedestrian crossings are included in the proposed STC to cater for desire lines. Additionally, existing crossing facilities have been reviewed and will be upgraded throughout the Scheme to provide safe routes for all users. Crossings, lighting, maintenance, traffic calming and signal timings will be considered in the next stage of design, supported by traffic modelling.  |
| <b>NTA-C14-972</b> | I propose the installation of pre-cast entrance kerbs at property entrance points to address the impact of vehicle ramps on footpaths. By minimizing the area of footpath affected by vehicle access points, we can maintain a continuous flat surface that ensures smooth and unobstructed movement for individuals with mobility impairments. These entrance kerbs effectively balance the needs of property owners and the imperative to create an accessible urban landscape. Please see <a href="https://www.cycling-embassy.org.uk/dictionary/entrance-kerb">https://www.cycling-embassy.org.uk/dictionary/entrance-kerb</a>   | Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities. This will include proposals for driveways and entrances.  |
| <b>NTA-C14-972</b> | At any junction with a side road where a planned cycle lane is separated from the road by some small distance by kerbing please increase the setback from the road when the cycle lane crosses the junction. When the setback is minimal, cyclists are more likely to find themselves in the blind spot created by the left-turning driver's A-pillar. This positioning increases the risk of collisions and resulting injuries. By providing a larger setback, left-turning vehicles will assume a more perpendicular alignment with the cycle lane, improving visibility for both drivers and cyclists. This adjustment allows drivers to identify and react to cyclists more effectively, minimizing the potential for accidents and promoting safer interactions at junctions. | Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.   |
| <b>NTA-C14-972</b> | A proper bus lane is always preferable to a bus-gate as drivers are less likely to drive illegally in a continuous bus lane than drive through a short bus gate. Please return to full bus lanes where these have been removed in favour of bus gates in this round of consultation.   | The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant.<br><br>Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions. |
| <b>NTA-C14-972</b> | Where bus gates are planned to be use please mandate enforcement, such as cameras and rising bollards, especially on bus gates which are only in use at certain hours of the day.  | Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.   |

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| <b>NTA-C14-986</b> | Broadly supportive of the overall scheme.  | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places</p>  |
| <b>NTA-C14-986</b> | Combined changes in phase 1 will water down the overall plan so that the stated bus frequency/reliability goals aren't achievable  | <p>This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors. One of the benefits of BusConnects is the enhancement of capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements, which is still achieved by the updated plans.</p> <p>NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements of the bus services and routes.</p> |
| <b>NTA-C14-141</b> | I'm in favour of Cork being more focused on public transport on cycling and less car-focused as it's crucial to our community reducing our impact on the climate.  | <p>The NTA welcomes this positive feedback and support of specific changes made to the scheme in response to submissions from the public. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.</p>   |
| <b>NTA-C14-986</b> | Construction isn't due until 2028-2030 - This is incredibly important and overdue infrastructure so I'm worried it'll be 7 years for a project that won't actually deliver substantive change. Especially if there is a 3rd round of consultation reducing the scope of the project further. | <p>The statutory process is required and is expected to take place between 2023 - 2026 which shall optimise the engineering design, prepare environmental impact assessment (EIA) report and define the property requirements and prepare CPOs. This is then followed by submission of applications to An Bord Pleanála to approve the Proposed Scheme and to confirm the associated CPOs, expected to take place between 2024-2025. An Bord Pleanála may approve the proposed scheme with or without modifications and subject to whatever environmental conditions it considers appropriate, or refuse to approve the proposed scheme; and confirm the CPO or any part thereof with or without conditions or modifications. Only after approval can construction commence on a</p>  |

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|                    |   | phased basis with each corridor upgrade taking up to 2 years to complete, giving the 2028-2030 dates.   |
| <b>NTA-C14-986</b> | Without a step change in the enforcement of existing traffic and parking laws, the plan will be nothing more than an expensive paint on the road that is regularly ignored. Can you advise if any changes to enforcement are planned - ANPR monitoring of bus lanes, bus gates, yellow box junctions, red light cameras, additional parking wardens or a portal for the public to upload parking infringements? | Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.   |
| <b>NTA-C14-986</b> | Despite being generally supportive of the Bus Connects project, I am not clear about the rationale behind 'Sustainable Transport Corridors' that combine bus lanes and cycle paths along the same route.  | BusConnects is a key part of the Government's policies to improve public transport and to address climate change in Ireland's major urban centres. BusConnects includes 9 initiatives including the building of new bus corridors and cycle lanes. The objectives for BusConnects includes the support for the delivery of an efficient, low carbon and climate resilient public transport service, and to enhance the potential for cycling by providing safe infrastructure for cycling. More information on the BusConnects Cork can be found at the following NTA website - <a href="https://busconnects.ie/cities/cork/">https://busconnects.ie/cities/cork/</a> . Details of the current route proposals will be displayed and available at the forthcoming Public Consultation events being held in November 2023. |
| <b>NTA-C14-986</b> | Would it not make more sense to have increased bus frequency along the main STC arteries as planned but make more of an effort to tie new cycle infrastructure into planned greenways and quieter residential streets?  | The NTA will continue to engage with Cork City Council concerning opportunities to integrate and connect new cycleway infrastructure to other areas, including greenways, and future planned schemes. Similarly, we will continue to engage Bus Eireann and to inform them of the views received from the public in relation to requested bus improvements.   |
| <b>NTA-C14-997</b> | I strongly support Bus Connects Cork and wish to see it implemented in full.  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-997</b> | It is disappointing to see how the scheme has been so diluted and I question if the scheme as currently designed is ambitious enough to truly deliver the change needed to de-prioritise private cars in favour of public transport and active travel.  | This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors. Public transport and active travel are still prioritised throughout the BusConnect corridors.   |

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| <b>NTA-C14-998</b>  | I support the proposals made for bus corridors, in particular along Douglas Road. Cork needs to become a more public transport friendly city for its people and for the environment and reducing carbon emissions.                               | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-1000</b> | As someone who will benefit from these plans for years to come, I strongly welcome any measures proposed to reduce congestion and make it safer to walk, cycle and get the bus around Cork. The vast majority of the plans are well thought out. | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.   |
| <b>NTA-C14-1000</b> | I would strongly implore that Bus Connects (BC) ensure that traffic cameras on busses 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.        | Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.  |
| <b>NTA-C14-1000</b> | Many corridor designs cycle lanes randomly end/end onto footpaths where there will be a conflict with pedestrians or those on bicycles are forced to re-enter the road with no priority.   | <p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Where insufficient widths make it impractical to provide segregated cycle tracks, provision of additional complimentary cycle facilities on alternative quiet routes will be considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p> <p>Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p> |

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| <b>NTA-C14-145</b>  | I think it would be a good idea to have a bus route in glanmire to facilitate the residents of a newly established housing estate. It can travel from the glyntown road stop through fernwood where the new road will be open which brings you right outside ballinglanna estate | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme.   |
| <b>NTA-C14-1000</b> | Junction radius kept tight to slow vehicles.   | All designs are produced to relevant design standards and will be assessed in greater detail in the next stages of the project.   |
| <b>NTA-C14-1000</b> | Full solid segregation of cycle lanes in all locations where possible. There are a number of omissions from the revised plans that could have segregation.   | <p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p> <p>Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p> |
| <b>NTA-C14-1000</b> | Priority timings at all crossings for pedestrians. Currently, there are waits of up to 4 minutes at certain junctions around the city and surrounds  | With regard to crossings, a number of new pedestrian crossings are included in the proposed STC to cater for desire lines. Additionally, existing crossing facilities have been reviewed and will be upgraded throughout the Scheme to provide safe routes for all users. Crossings, lighting, maintenance, traffic calming and signal timings will be considered in the next stage of design, supported by traffic modelling.  |
| <b>NTA-C14-1000</b> | I'm disappointed that there is no mention of automated bollards or ANPR enforcement for the proposed "Bus Gates"   | Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.   |
| <b>NTA-C14-174</b>  | I fully support the prioritising of active transport over cars - especially in built up areas  | The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.   |

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| <b>NTA-C14-1000</b> | The junction approaching Regina Mundi is a dangerous junction for those on bikes due to drivers undertaking other drivers turning right. Kerb segregation should be included as it will be needed.   | The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.   |
| <b>NTA-C14-1009</b> | I welcome the overall effort to change the transport infrastructure to provide better walking and cycling and public transport access from the suburbs to the city centre.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-1009</b> | I would also urge the NTA to consider links between routes so that it becomes a network rather than just the 'spokes of a wheel'.  | The Sustainable Transport Corridors are the busiest routes into and out of the city centre. Buses will continue to travel on other routes.  |
| <b>NTA-C14-1009</b> | Try to avoid locations where cyclists merge with pedestrians in so called 'shared space' surfaces. They are uncomfortable for pedestrians and slow down cyclists and nobody is quite clear as to how they are supposed to be used and who has priority resulting in conflicts. Ideally cycling infrastructure should be completely separated from pedestrians. | One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath. |
| <b>NTA-C14-1010</b> | We would encourage the design team to ensure all junctions receive best practice treatment and avoid the use of shared space for pedestrians and cyclists.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-1010</b> | We request that lessons learned from safety issues with regards to traffic light signalling for cyclists in Dublin BusConnects protected junctions will inform the detailed design for Cork.   | Noted.  |



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| <b>NTA-C14-185</b>  | The proposed routes caters for the old city boundaries. There are over 1000 new homes being built in Glanmire (in the city), there is no STC to here   | <p>The proposed sustainable transport corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork.</p> <p>With regards to connectivity to new developments and future schemes, the NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements.</p>   |
| <b>NTA-C14-1010</b> | Overall the Busconnects cycle network will be transformative for the city and Cork Cycling Campaign fully support the introduction of a connected network as it is a significant and overdue improvement on the existing fragmented cycling infrastructure in the city.          | The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.   |
| <b>NTA-C14-1020</b> | I write to support the overall objectives of BusConnects to improve walking and cycling infrastructure, make public transport more reliable, and give people more sustainable transport choices. We no longer have a choice about reducing our ever-increasing carbon footprint. | <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be 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. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User</p> |

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|                            |  | <p>safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p>  |
| <p><b>NTA-C14-1020</b></p> | <p>The real power of the existing infrastructure will not be realised until safe infrastructure is continuous, intuitive and easy to enter, use, and exit. A big part of our focus should be on getting children walking or cycling to school and for their daily activities - if they can't use the infrastructure, then it's not good enough. I believe the same question can also be asked for pedestrian and bus infrastructure. Use the principles of Universal Design and seek out examples of good practice.</p>  | <p>The BusConnects proposals are seeking to make it easier and safer 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 for all types of road users will be improved.</p> <p>The proposals for all routes would include the following measures to improve road safety:</p> <ul style="list-style-type: none"> <li>- provision of protected cycle lanes and junctions which provide a safer environment for cyclists.</li> <li>- additional pedestrian crossings provided at junctions and bus stops to better cater for desire lines.</li> <li>- footways provided for across the Scheme, where possible, including in areas where there is currently no footway provision, and increased footway widths where possible.</li> </ul> <p>As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p> |
| <p><b>NTA-C14-1020</b></p> | <p>One overall key area mitigates against easy use of infrastructure, and that is putting people into conflict through forcing shared use in busy situations. That includes pedestrians and cyclists, bus users and pedestrians/cyclists and bus drivers and cyclists. I don't think these points of conflict have been properly addressed, with easy options being taken where a bit of thoughtful (and maybe more expensive) design is necessary so please bite the bullet on that one and get it right for once and for all. There are examples of good practice from other cities for these design challenges, so please use them.</p> | <p>The BusConnects Cork Scheme aims to provide improved walking, cycling and bus connectivity along the route and to Cork City Centre, providing improved access to additional services. Shared spaces are relatively small and segregated facilities are generally proposed on the Sustainable Transport Corridors.</p> <p>As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p>  |

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| <b>NTA-C14-1023</b> | Making public transport more accessible to more people, delivering safe cycling facilities, and achieving the objectives for Cork to become one of Europe's first climate neutral cities by 2030 can only be beneficial to the older population. The provision of new bus shelters and real-time information is to be welcomed. | The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.  |
| <b>NTA-C14-1023</b> | The topography of the area is such that either travelling to or from bus stops on foot will require an uphill climb. The Age Friendly Representatives consider that this will be a barrier to accessing the public network.   | A review of bus stop locations has been carried out as part of the design development for the scheme. This exercise was carried out to optimise the performance of the bus services on the STC by reducing the journey time of the bus service, increasing the walking catchment of the bus stops and ensuring that key trip attractors located along the route are sufficiently covered within the catchment of the bus routes. This review was undertaken on the basis of a number of best practice guiding principles including consistent spacing of bus stops, locating stops in close proximity to junctions and pedestrian crossings, and spatial requirements for bus shelters and other stop infrastructure.            |
| <b>NTA-C14-1023</b> | Cashless Payment System: we consider that there will be a grace period to allow the cashless element to embed into society. Although many older people have free travel there are many more people who do not, and this will be a barrier to accessing public transport.  | Cashless payments are part of the wider BusConnects programme of improvements. This consultation is focused on the infrastructure associated with the sustainable transport corridors.   |
| <b>NTA-C14-253</b>  | I see a distinct lack of connectivity to smaller town east of Cork  | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme.  |
| <b>NTA-C14-1023</b> | There is concern amongst older people about the loss of mature trees and the impact on the local area and the environment as a result of the loss of trees.   | <p>The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p> |

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| <b>NTA-C14-1023</b> | The representatives received feedback in relation to concerns about having to change buses in order to cross the city and the additional challenges that this will present to older people. Additional bus shelters would be welcomed in this instance.   | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme.  |
| <b>NTA-C14-1024</b> | I am broadly in favour of the BusConnects proposal, and appreciate that as a car user I will need to be inconvenienced in order to improve public transport facilities within the city.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour. |
| <b>NTA-C14-1024</b> | I am concerned that the reliance on bus gates in the revised proposals will weaken the overall provision of public transport facilities, and ask that these be effectively enforced – rather than relying on individual drivers to respect the new system. Perhaps consideration can be given to rising bollards where appropriate. | The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant.<br><br>Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.                    |
| <b>NTA-C14-1024</b> | Where possible, please include SuDS measures and Nature Based Solutions in the drainage and public realm designs – this is a great opportunity to improve streetscapes across the city.   | The introduction of drainage measures (including SuDS) will be considered at future design stages.   |
| <b>NTA-C14-1024</b> | I would hope that in time the BusConnects proposals can be extended to other areas of the city, including Blarney, Tower and Kerry Pike.  | The Sustainable Transport Corridors are the busiest routes into and out of the city centre. Buses will continue to travel on other routes.   |
| <b>NTA-C14-1028</b> | Sundays Well/Shanakiel Road has significant volumes of car and truck traffic and is in urgent need of some measures to make it safer and more pleasant for all road users. This might include speed limit reduction or traffic calming.   | Following the first round of non-statutory public consultation (June 2022), Sunday's Well to Hollyhill STC was removed and not progressed as an individual STC. Sections of the corridor have been incorporated into adjacent STCs.  |
| <b>NTA-C14-253</b>  | Ban cars from the city centre   | The BusConnects proposals are seek to make it easier for people in the area to choose walking, cycling and use public transport daily. By  |

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|                     |   | <p>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 and pedestrian 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>  |
| <b>NTA-C14-1038</b> | <p>Bus Connects in Cork is a failed project that needs reimagining. If you want people to take up public transport and reduce traffic on the roads and reduce emissions, it would behove the Govt and its various subsidiaries to undertake actual steps to reduce traffic.</p>   | <p>This comment is noted. The proposed bus lanes, bus gates and traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor.</p> <p>BusConnects is a key part of the Government's policies to improve public transport and to address climate change in Ireland's major urban centres. BusConnects includes 9 initiatives including the building of new bus corridors and cycle lanes. The objectives for BusConnects includes the support for the delivery of an efficient, low carbon and climate resilient public transport service, and to enhance the potential for cycling by providing safe infrastructure for cycling.</p> <p>More information on the BusConnects Cork can be found at the following NTA website - <a href="https://busconnects.ie/cities/cork/">https://busconnects.ie/cities/cork/</a>.</p> |
| <b>NTA-C14-1038</b> | <p>Banning private car ownership is probably not a runner. But regulating it significantly is a feasible option. Just stop the sales of all new petrol and diesel cars. Just end the market.</p>  | <p>The statement outlines proposals for banning the sale of private vehicles. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.</p>  |
| <b>NTA-C14-1048</b> | <p>As I live in Glanmire no STC routes is of any benefit to me. It's the change of the main bus service I have high concern. I use the bus 214 to get to the city and can use it for work if need. This will change. The new route 2a takes a much longer route through three estates and crossing the old bridge in glanmire and up through Mayfield and will join the 2b route ( this is the currently 208 route). I would find it very difficult to get my the 2a in the city as everyone from Mayfield can get either the 2a or 2b.</p> | <p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a>. The New Bus Network is a separate project to this scheme.</p>  |
| <b>NTA-C14-1049</b> | <p>I would be very disappointed to see any large compromises made again to the scheme this time around. This plan benefits many more Cork residents and tourists than a small minority of the car driving public.</p>   | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>  |

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| <b>NTA-C14-1049</b> | The amount of hand ringing by residents about losing on street parking on public roads is purely selfish with the streets simply not being wide enough to accommodate both on-street parking and large amounts of traffic. Including alternatives for on street parking should be proposed but private interests should not trump the public good.   | It is noted that as a principle, where driveways currently exist, every effort will be made to ensure that the ability to access and park in these driveways will be retained with the implementation of this corridor. A review of on street parking on public roads has been undertaken throughout the stages of the design, and where possible, parking spaces have been retained. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region, which remains priority. |
| <b>NTA-C14-1049</b> | If we are to move away from the car dominant society that has a strangle hold on Cork, we must encourage the public to use the buses. The only way to do this is if the buses are punctual and reliable.   | The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.   |
| <b>NTA-C14-1053</b> | Cork Cycling Campaign welcomes provision of much improved cycle infrastructure in the Bishopstown area, and in particular the provision segregated protect cycle lanes for the majority of the route. This will provide a much safer and viable alternative to the car for short journeys, and reduce the over-reliance on private vehicles.   | The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.   |
| <b>NTA-C14-5</b>    | The proposal of bus number 52 (Whitechurch route) every 2 hours is not fit for purpose. Having the service run every 30 mins, this will encourage people to use public transport.  | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme.   |
| <b>NTA-C14-254</b>  | I am writing to express my strong support for the proposals  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-1055</b> | Given the nature of An Post's role, providing an essential public service delivering mail and parcels, they require the use of a significant number of small and large vehicles on a daily basis. Unrestricted vehicular access, is, therefore, of critical importance to the operation of the service they provide and any limitations in this regard can have serious knock-on impacts on the ability of An Post to meet the postal needs of the public and service their legal agreements with the State. Given that Cork City is a key operational hub for An Post, the construction of the Sustainable Transport Corridors across the City have the potential to impact An Post's services at a national and international level. | This comment is noted. The NTA will engage with An Post and other services to ensure their concerns are noted.  |
| <b>NTA-C14-1055</b> | It is requested that the NTA carefully considers the operational requirements of An Post at all stages of the planning and development process and engages directly to ensure minimal disruption of postal operations during the construction and implementation   | This comment is noted. Engagement will be ongoing throughout the next design stage to ensure that the final proposal works best for all.  |

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|                     | stages of the works. An Post has a number of postal facilities located adjacent to STC D, STC H and STC E. Additionally, there are numerous retail offices, post-boxes and collection points along each proposed corridor. Such proximity to these Sustainable Transport Corridors causes concern for the potential large and continued disruption to An Post's operational requirements.  |  |
| <b>NTA-C14-1058</b> | It is critical that design and operational interactions between the N/M20 Cork to Limerick Project and BusConnects Cork are aligned to deliver the planned inter-urban transport network in the south of the study area.   | Future committed transport schemes will continue to be considered within the design proposals and supporting traffic modelling. The NTA will continue to work closely with Cork City Council and other relevant stakeholders.  |
| <b>NTA-C14-1059</b> | Cork needs a transformation of its transport system, including a massive expansion of public transport and cycle lanes and a reduction in reliance on cars. First and foremost, this is necessary because of the climate emergency which threatens our future. It is also an important part of improving the quality of life of ordinary people in this city, including the well-documented problems with air quality in Cork and the current lack of frequent and reliable public transport links for most residents. | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-1059</b> | Achieving high quality public transport for all means keeping it out of the hands of private profiteers. Private companies will be focused on a small number of the most profitable routes and not on ensuring all communities have access to public transport. Free public transport is a key way to end car reliance and it is not compatible with the sector being run for profit.  | 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.   |
| <b>NTA-C14-255</b>  | Keep fighting the good fight, take away parking, roll on cycle lanes.  | The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.  |
| <b>NTA-C14-1059</b> | We are fundamentally concerned that the Bus Connects project opens the door to privatisation by creating new, lucrative routes which will be put out to tender under EU rules with some routes likely being put in the hands of private companies. The expansion of existing routes may be a way to avoid these rules but in any case we oppose any plan which involves privatisation of bus routes.   | NTA Noted  |
| <b>NTA-C14-1059</b> | We urge real engagement with all communities about the impacts of Bus Connects in their area.  | The NTA notes this response.<br>This non-statutory public consultation was performed by the NTA to allow early engagement on the project to enable members of the public to become involved in the project as it progresses. The designs that were presented were concept designs produced at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 10 submissions were received. In addition, there have been Community |



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|                     |  | Forums, and a public information event. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with community and business groups city-wide. In addition, a media campaign has been ongoing to provide the public with information on the proposals, encouraging them to become involved if they wish.  |
| <b>NTA-C14-1059</b> | The negative effects of road widening, such as loss of gardens, trees, residential parking could be avoided through the use of one way systems. These are not featured sufficiently in the current plan.   | The proposed bus gates and restrictions on traffic movements aim to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. Consideration has been given to the need to maintain bus priority in both directions.  |
| <b>NTA-C14-1059</b> | One way system could be considered in Blarney Street, which suffers from serious traffic congestion and in Sunday's Well. This could allow for public transport provision on a street with a large elderly and young population which is currently unserved. | Following the first round of non-statutory public consultation (June 2022), Sunday's Well to Hollyhill STC was removed and not progressed as an individual STC. Sections of the corridor have been incorporated into adjacent STCs.   |
| <b>NTA-C14-1059</b> | A traffic survey should be conducted as part of the Bus Connects project.  | Traffic surveys have been undertaken to inform the development of the design. These surveys are utilised in a local traffic modelling exercise which will be carried out during the next design stage.  |
| <b>NTA-C14-1059</b> | The current plans for Blackpool do not work from the point of view of either traffic management or the environment. The NTA should go back to the drawing board.   | Existing traffic data has been reviewed along the corridors to ensure the route takes into consideration existing traffic movements. A comprehensive traffic management plan will be developed to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets.<br><br>The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes. |
| <b>NTA-C14-255</b>  | Build carparks for residents who lose parking  | It is noted that as a principle, where driveways currently exist, every effort will be made to ensure that the ability to access and park in these driveways will be retained with the implementation of this corridor. A detailed parking and loading survey will be undertaken to support the next stage of design.   |
| <b>NTA-C14-1059</b> | Objection to the loss of trees on Knocknaheeny/Harbour View Road   | The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being  |

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|                            |  | <p>balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p>   |
| <p><b>NTA-C14-1063</b></p> | <p>There needs to be greater segregation between bike lanes and bus/car lanes on all routes. Many of the current cycleways around Cork are simply lines painted on a road, and are dangerous for cyclists. Each scheme should include fully segregated, two way cycleways, where possible.</p> | <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be 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. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary</p> |

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|                            |  | <p>cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p>   |
| <p><b>NTA-C14-1065</b></p> | <p>Overall I welcome moves to increase the availability of sustainable transport and reduce the need for cars. We need to ensure that those without cars (or the ability to use one) have other methods of transport within our city and the moves to speed up bus travel and provide safe cycle lanes are to be welcomed.</p> | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p> <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be 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. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option</p> |

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|                     |   | <p>development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p> <p>Pedestrian safety and connectivity has been a primary driver for the Preferred Route Option scheme design. General enhancements are proposed to all junctions along the route to provide a safer environment for pedestrians. These measures include:</p> <ul style="list-style-type: none"> <li>• Provision of new and upgraded signalised pedestrian crossing facilities along the route to include tactile paving;</li> <li>• New mid-block pedestrian crossings in appropriate locations including at bus stop locations;</li> <li>• Provision of footways where none are currently present and increasing footpath widths in some locations where widths are currently substandard; and</li> <li>• Raised, continuous footways across side roads.</li> </ul> <p>The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.</p> |
| <b>NTA-C14-256</b>  | I think it looks good   | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>  |
| <b>NTA-C14-1066</b> | I fully support this scheme. Ireland and in particular Cork City has fostered a massive overreliance on cars for decades at the expense of every other method of transportation.  | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>  |
| <b>NTA-C14-1089</b> | As a regular bus user I support the bus connects plan. More bus lanes are the key to an efficient service, which myself and many others are crying out for. the overall reduction of bus lanes in favour of bus gates worries me. These bus gates | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the</p>  |

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|                            | <p>would need to be properly enforced, and I worry that they would be abused by car users instead.</p>  | <p>benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.</p>  |
| <p><b>NTA-C14-1089</b></p> | <p>the overall reduction of bus lanes in favour of bus gates worries me. These bus gates would need to be properly enforced, and I worry that they would be abused by car users instead.</p>  | <p>The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant.</p> <p>Regarding to the enforcement and legislation of the proposed overall Scheme, further supporting enforcement and traffic calming measures will be introduced to ensure compliance with the measures proposed later in the Proposals, through discussions between the NTA and CCC.</p>   |
| <p><b>NTA-C14-1091</b></p> | <p>It frustrates me no end that it is so frequently a worse and more dangerous option to use a bike lane than to stay in the road and hold the primary position while riding with traffic. The big factors which make lengths of bike lanes here a worse choice than the road are: inconsistency, discontiguity, impracticality and making it more likely that you will end up under the wheels of a motor vehicle.</p> | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p> <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be 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. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place</p> |

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|  |  | <p>within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p> <p>Pedestrian safety and connectivity has been a primary driver for the Preferred Route Option scheme design. General enhancements are proposed to all junctions along the route to provide a safer environment for pedestrians. These measures include:</p> <ul style="list-style-type: none"> <li>• Provision of new and upgraded signalised pedestrian crossing facilities along the route to include tactile paving;</li> <li>• New mid-block pedestrian crossings in appropriate locations including at bus stop locations;</li> <li>• Provision of footways where none are currently present and increasing footpath widths in some locations where widths are currently substandard; and</li> <li>• Raised, continuous footways across side roads.</li> </ul> <p>The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.</p> |
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| <b>NTA-C14-1107</b> | <p>As a resident of cork city, in Ballinlough, and an employee of a business located in the city centre, and student at UCC, I strongly support the proposed measures in this subsection of BusConnects Cork to reduce dependency on private motor transportation, democratise public transport and facilitate more active travel in our neighborhoods and city areas.</p> <p>I urge NTA staff to push a bold vision for public and active transportation in Cork to bring about a sustainable future for our city, in the face of current cost of living and climate crises</p>   | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>   |
| <b>NTA-C14-1116</b> | <p>We believe that further consideration must be given to an increased frequency of the Blarney to Ballincollig orbital route and this must take into consideration the relationship between these two areas.</p>  | <p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a>. The New Bus Network is a separate project to this scheme.</p>   |
| <b>NTA-C14-1116</b> | <p>We have serious concern with the credibility of proposals to divert traffic from Cathedral road through bus gates that will push car-users onto narrow, impermeable roads and create chaos in the city centre at peak hours. Roads like Blarney street and Sunday's Well are not suitable for high volumes of traffic. People who live on these roads could face unsafe conditions when exiting their homes at these times</p>  | <p>The impacts of the corridors, on the surrounding road network will be further assessed as part of the traffic modelling exercise which will be carried out during the next design stage, with mitigation measures provided where appropriate.</p>  |
| <b>NTA-C14-1116</b> | <p>We would be concerned that areas in Upper Glanmire will not be served by a bus route – there are huge amounts of development happening here and public transport infrastructure is needed. Futureproofing of plans and potential for expansion should be made clear.</p> <p>We believe the proposals should include upgrade to John O'Callaghan Park and placemaking in Glanmire village to encourage recreation in the area</p> <p>We would raise some concern that there are no proposals to reduce traffic on the Lower Glanmire road</p> <p>We would request consideration of the extension of the Northside orbital route through Glanmire</p> | <p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a>. The New Bus Network is a separate project to this scheme.</p>   |
| <b>NTA-C14-257</b>  | <p>If we want more cyclists we need segregated paths that are safe and actually lead to destinations, not ending suddenly on a section of dangerous road</p>   | <p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to</p> |



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|                            |  | <p>the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p> <p>Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p>   |
| <p><b>NTA-C14-1119</b></p> | <p>Understanding the positive impact that simply improving the existing bus network service could have. We would all be more inclined to use a bus for commuting if the service was more reliable! Local research undertaken with regular commuters in the Donnybrook and Grange area shows that issues relate to the reliability of the service (bus turning up on time or at all), rather than the length of the journey. People will only move onto buses when they are reliable, frequent, clean and safe! Sufficient buses are needed that allow for suitable frequency on each route and that actually turn up and are maintained properly so that they don't break down. Staff need to be recruited and trained so that there are sufficient drivers and mechanics available, let alone support staff. It is understood and appreciated that there will be more tracker information at the busier bus stops to show when the next bus will arrive, as well as more bus shelters. Consideration should be given to a fleet of shuttle buses, both for taking children to school and providing access to local stores.</p> <p>A water taxi or ferry service would be a boon to a city which is as much defined by the sea as it is the land. Many of Cork's major population centres are located in proximity to waterways or Cork Harbour, so a form of transportation linking water-based communities would nicely compliment road and rail based public transport.</p> | <p>BusConnects includes many elements to support the New Bus Network and Sustainable Transport Corridors including implementing a state of the art ticketing system, implementing a cashless payment system, a simpler fare structure, a new zero emissions bus fleet, and new bus stops and shelters.</p>   |
| <p><b>NTA-C14-1119</b></p> | <p>The Plan proposes the removal of sections of gardens, the felling of mature trees and, less obviously, the disintegration of hedgerows, all of which will have an enormous impact on both CO2 emissions and biodiversity and thus, limits the Plan efforts be considered sustainable or respecting our current and future environment. Mature trees are not replaceable; they add character, enjoyment, shade, shelter and health benefits for all flora and fauna.</p>   | <p>The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p> |

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| <b>NTA-C14-1119</b> | <p>As noted above re bus lanes, cycle lanes must be kept clear, and regulations enforced re illegal parking as well as mandating that deliveries are only undertaken outside peak traffic hours -Just like vehicle users, cyclists must obey the rules of the road and these need to be more enforced - which includes not cycling on foot paths, pedestrian crossing, going through red lights, cycling the wrong way up a one-way street, wearing headphones, etc. -It is noted that all proposed cycle lanes in the Plan will be segregated from vehicular traffic but are they segregated from pedestrians, i.e. clear demarcations between cycle and foot paths? -There is not a legal obligation to wear a helmet or hi-vis clothing while cycling in Ireland. The Road Safety Authority of Ireland recommends cyclists wear both for safety and this should be enacted as law -The Plan notes that where is not possible to have segregated cycle lanes, there will be an option of turning into quiet roads for safer cycling. This is currently being proposed for the Rochestown to Douglas cycle path where on the final section into Douglas, cyclists would be directed up into Maryborough Estate and Lime Trees Road. It is highly unlikely that cyclists would take this diversion</p> | <p>The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.</p> <p>Regarding to the enforcement and legislation of the proposed STC, further supporting enforcement and traffic calming measures will be introduced to ensure compliance with the measures proposed later in the proposals, through discussions between the NTA and CCC.</p>            |
| <b>NTA-C14-1119</b> | <p>At present there is only one Park &amp; Ride facility in Cork. The Cork Metropolitan Area Transport Strategy) includes plans for Park &amp; Ride which should be fast tracked to install Park &amp; Ride facilities at all strategic entrance points to the City. This would actually help get people out of their cars – assuming the facilities had sufficient capacity and the shuttle service into the City ran frequently.</p>   | <p>Park and ride facilities are being explored as part of the overall BusConnects programme but forms a separate project to the Sustainable Transport Corridors.</p> <p>A Park &amp; Ride Strategy for Cork City is being developed to outline and deliver suitable bus and rail based Park &amp; Ride facilities within and outside the city area to facilitate public transport intervention. The National Transport Authority is also conducting evaluation to determine the suitable sites for these facilities in collaboration with local authorities.</p> <p>Details on this project can be seen here<br/><a href="https://busconnects.ie/cities/cork/cork-new-park-ride-sites/">https://busconnects.ie/cities/cork/cork-new-park-ride-sites/</a></p> |
| <b>NTA-C14-1123</b> | <p>(CMATS) includes plans for Park &amp; Ride which should be fast tracked to install Park &amp; Ride facilities at</p>  | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>  |
| <b>NTA-C14-1132</b> | <p>all strategic entrance points to the City. This would actually help get people out of their cars – assuming</p>   | <p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>   |
| <b>NTA-C14-1134</b> | <p>We wish to make sure that you implement sturdy roofs on new bus shelters. These roofs not only feed our pollinators but also clean the air of carbonmonoxyde, cool down the</p>   | <p>NTA Note your comments but will review this in line with the BusConnects Aims to overhaul the current bus system in the Cork region by providing new bus stops and shelters with better signage and bus information.</p>  |

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|                     | surrounding temperature, and are self-maintaining - all positive aspects for our generation.  |   |
| <b>NTA-C14-1135</b> | <p>this is critical infrastructure that needs to be implemented to ensure that Cork can be a liveable city that people enjoy living in, working in and visiting.</p> <p>We have those issues today in 2023 and with the city expected to double in the next 30 years, we desperately need this infrastructure today so we can avoid some of the issues troubling Dublin</p>   | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>                             |
| <b>NTA-C14-1153</b> | <p>As part of my submission to stage one, I pointed out that the "comprehensive tree planting programme" and the NTA promise that "every tree removed will be replanted as part of the project" were not being delivered upon. While there are some improvements with these new proposals, there is a need to do a lot more to protect urban trees as part of the overall Bus Connects project</p> <p>We need a comprehensive urban greening plan as part of these proposals. In conclusion, I again welcome the spirit of the Bus Connects plan overall and the STC proposals. However, there is a need to further improve on the meagre tree planting scheme proposed. A truly comprehensive, well-informed tree planting programme that goes above and beyond what is already there is necessary and desirable to ensure that the provision of infrastructure for sustainable transport does not cause the unsustainable removal of urban trees and the overall degradation of the urban realm</p> | <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>            |
| <b>NTA-C14-1162</b> | <p>I live in Turners cross and it's bus route was usually covered by the 203 and 206, I've reviewed these new routes and I can't find any route that covers these bus routes along Evergreen road, can you confirm that the residents will still be covered with a bus route.</p>   | <p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a>. The New Bus Network is a separate project to this scheme.</p> |
| <b>NTA-C14-257</b>  | <p>There has been new entrances provided to tramore park including the bridge over the link which are all good. However, it seems to me that only middle class neighborhoods get access despite easy opportunity to link to the park and this connect already existing cycle and walking path that comes from togher and comes out near kinsale roundabout. There is a tunnel under the road which could connect to the park this way.</p>  | <p>The focus of the proposals is the BusConnects Sustainable Transport Corridor. Additional links and access points to the park have not been considered as part of this study.</p>   |
| <b>NTA-C14-1167</b> | <p>Bus Connects will be a vital part of Cork's transit infrastructure in the future. Traffic brought on by private car usage will only get worse without Bus Connects and Cork will be choked in the future unless a significant investment is made into public transport.</p>  | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation</p>  |

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|                     |   | process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-1176</b> | 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. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.  |
| <b>NTA-C14-1180</b> | Cyclists are particularly vulnerable when ascending a steep hill. Cycling from the bottom of Summerhill/Wellington Road to Dillon's Cross in rush-hour, for example, a cyclist will be overtaken dozens of times, often without the legal requirement of 1m space being observed. 'Sharing' the space on roads like these is a very intimidating experience, and the reason why cyclists make up such a tiny minority in these areas. If Bus Connects is serious about encouraging cycling culture, it needs to provide safe infrastructure not fictitious 'quiet streets'.                                       | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. |
| <b>NTA-C14-1235</b> | Public transport is a priority to meet our climate targets and also to avoid potential fines from the EU.<br>I wholeheartedly support the proposed bus connects plan as a man planning to live in cork city for the rest of my life   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. |
| <b>NTA-C14-1239</b> | I am a resident in Blackrock and I strongly support the Bus Connects plan. In all honesty, I would support it going even further than it is proposed to. Too many concessions have already been made, in my view.<br><br>Personally, I would like to see more cycle lanes and better bus routes across the city overall in order to better connect Cork.<br><br>Cars choke cities, and a better, more reliable, and sustainable public transport system is desperately needed for the country to meet its climate goals.<br>I urge you to implement this plan, enforce it, and build upon it once it is in place. | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. |
| <b>NTA-C14-1247</b> | Very supportive of overall thrust of BusConnects.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. |

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| <b>NTA-C14-1256</b> | <p>BusConnects is an incredibly important project for the future of Cork, and will be able to tackle emissions, improve citywide mobility, and create a better city for current residents and future generations.</p> <p>Cork has some of the worst traffic in Europe when compared to cities of a similar size – the status quo is clearly not working. It's time to implement a properly functioning public transport network in Cork, of which BusConnects and improvements to BusConnects will play a highly significant part.</p>  | <p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>   |
| <b>NTA-C14-260</b>  | <p>I am very much in favour of more dedicated bus and cycling infrastructure</p>  | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>  |
| <b>NTA-C14-1256</b> | <p>The first point which we would like to raise is in relation to the shift towards usage of timed bus gates instead of full time, fully separated bus lanes</p> <p>In other areas of the plan, bus lanes on one or both sides of the road have been removed. In Cork's primary timed bus lane, we have seen virtually no enforcement of the Patricks Street bus lane, with no Garda presence, and no implementation of physical infrastructure such as rising bollards.</p>  | <p>The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant.</p> <p>Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.</p> |
| <b>NTA-C14-1265</b> | <p>I believe sustainable and efficient transport is an important step towards the future of this city, especially within the context of the growth that is forecast in the next 20 years.</p> <p>This scheme has been clearly well thought out, and considered many aspects during the process, and it has my full support.</p>   | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>  |
| <b>NTA-C14-1266</b> | <p>BusConnects Cork is a critical component of the Cork Metropolitan Area Transport Strategy (CMATS), a project which seeks to vastly scale up the public transport network in the Cork Metropolitan Area in line with the goals established by the National Planning Framework 2040 (NPF).</p> <p>Firstly, the review of the STC has outlined where the new 'bus gates' are to be located along each of the STCs - sections of the road where car traffic is prohibited during certain hours. I am sceptical that these bus gates will always be respected by motorists if no physical gate or barrier is there to actually enforce it, as is currently envisaged.</p> | <p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>   |

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|                     | In conclusion, the successful implementation of BusConnects Cork is absolutely essential for Cork to be able to fulfil its potential of growing by between 50% and 60% within the next two decades.   |   |
| <b>NTA-C14-1266</b> | Firstly, the review of the STC has outlined where the new 'bus gates' are to be located along each of the STCs - sections of the road where car traffic is prohibited during certain hours. I am sceptical that these bus gates will always be respected by motorists if no physical gate or barrier is there to actually enforce it, as is currently envisaged.  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.                              |
| <b>NTA-C14-1267</b> | I support the aims of the bus connects plans. It is vital for Cork that we get out of our cars and into public transport that will get people to their destination faster, with a greatly reduced impact on the environment, and with the added benefit of lower stress levels.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.                              |
| <b>NTA-C14-1269</b> | I broadly welcome the overall plan and fully support the need to improve Cork's public and active transport infrastructure.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.                              |
| <b>NTA-C14-1271</b> | I am trying to contact member/s of Bus Connects to enquire whats happening re Service Upgrade to/from Sallybrook/Sarsfields Court that is the 30 minute daily service as promised by Bus Connects? Note Kearney's Cross at Outer Sallybrook is still without the physical Bus Stop Pole Northbound, although was already passed by NTA.   | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme. |
| <b>NTA-C14-1272</b> | <p>The original plan was made by experts with the aim of providing a better transport system for Cork and produce a modal shift away from cars.</p> <p>It is essential that car use declines for us to meet our climate commitments. The original plan will increase quality of life and health for Cork residents. Unsubstantiated claims of negative outcomes should be ignored.</p> <p>Cork is a rapidly growing city and this project is necessary for this growth to occur responsibly.</p> <p>Bus gates are a compromise with the unreasonable and should be reversed to the original plan.</p> <p>Without this transport plan Cork will decline economically and become a far worse place to live.</p> | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.                              |

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|                     | Cycling increases when routes are safer. Buses become more popular when they are reliable. This plan is vital to a better future for Cork.   |   |
| <b>NTA-C14-1273</b> | <p>Tramore Valley Park</p> <p>Why are there 4 current and planned access points to Tramore Valley Park to Douglas, Turners Cross and Grange, but none westwards to Togher/Ballyphehane? Please consider to link to the park with the already existing cycle and walking path that comes from Togher and comes out near Kinsale roundabout. There is a tunnel under the road which could connect to the park this way.</p> <p>This would link Douglas, Ballyphehane and Togher in a continuous safe path off the road. As a resident I would love to see this development so I could access the park without driving.</p> <p>Also please connect the planned Bandon railway planned improvements to Tramore Valley Park</p>   | The focus of the proposals is the BusConnects Sustainable Transport Corridor. Additional links and access points to the park have not been considered as part of this study.  |
| <b>NTA-C14-1274</b> | <p>Firstly, I wish to emphasise the importance of maintaining a direct route from Crosshaven to UCC. Currently, we enjoy the convenience of such a direct route, an advantage that appears to be threatened under the new plan. This direct route is not a luxury, but rather an essential component of daily life for many of us who rely on public transportation for our education.</p> <p>A modern city needs an equally modern, efficient, and reliable public transport system. As a user and beneficiary of the current direct bus route, I strongly urge you to reconsider the proposed changes and instead focus on improving the existing service in ways that meet the needs of the residents of Crosshaven.</p> <p>We need a transport system that is aligned with our lifestyles and daily routines. A direct, efficient, and reliable bus service from Crosshaven to UCC, which also accommodates late-night commuters, would be a significant step towards achieving this goal.</p> <p>Thank you for your time and consideration, and I hope you take these points into account as you proceed with the BusConnects Cork scheme, which I otherwise support as a positive plan to improve our city's strained public transport system.</p> | The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.   |
| <b>NTA-C14-261</b>  | <p>Provide more accessible bus connections to Tramore Road Educational Campus (ETB). Provide an exclusive bus transportation service/ route that would service students coming from outside the City to all the colleges and educational facilities in Cork City. No public or private bus services pass Tramore Road campus which is unfortunate as it promotes more private car usage. Melbourne Road is also a classic example of excessive car congestion caused by student traffic driving into the CIT. A direct NTA bus service from North or West Cork would greatly assist in reducing car traffic on this road.</p>  | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme. |



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| <p><b>NTA-C14-1277</b></p> | <p>The Douglas road is an historic road and is part of the built heritage and cultural heritage of the Cork City which contains recognised protected structures and is an ACA area in the City Development Plan. The road has a mature biodiverse local environment and the boundary walls are recognized as unique habitat.</p> <p>The residents contend that the NTA have dismissed the heritage concerns raised- the area is a protected ACA area, with several listed protected structures and boundaries, 183 mature trees including several over 200 years old and stone walls of a similar vintage. This is not a minor point and should be addressed in a fulsome way by the NTA.</p> <p>The local community in Beaumont had been hoping to turn an 18th-century walled garden into use as a community garden, however the NTA have proposed to turn this into a car park to replace the loss of on-street parking. The local community had been hoping to use it for biodiversity and gardening purposes. In fact, members of Beaumont Residents' Association believed they were nearing the end of negotiations with Cork City Council to restore its horticultural use as a community garden. I would urge the NTA to open dialogue directly with those involved in the garden. Naturally, it is important that we do all that we can to encourage biodiversity and use of green spaces and the balance needs to be right here.</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.</p> <p>The proposals for Douglas Road have been amended to avoid the need for road widening and therefore avoid impacting on adjacent trees and boundary walls.</p> <p>The comment regarding is noted. The NTA recognise the impacts made to the communities and have taken on board the submissions made from the consultation process. The impact on parking has been reviewed and the design proposed to minimise and/or mitigate the impact on local residents, business owners and community members.</p> |
| <p><b>NTA-C14-1278</b></p> | <p>We are in general very supportive of the proposed BusConnects Sustainable Transport Corridors as the re-distribution of road space to benefit bus and active travel will lift the quality of public transport (PT) in Cork and the Cork Metropolitan Area to an entirely new level and will enhance the quality of walking and cycling (Active Travel, AT) infrastructure. The latter will better facilitate both walking and cycling as a singular mode for medium distances, as it will complement the new PT network with better access routes.</p> <p>We strongly support the overall concept of the Sustainable Transport Corridors</p>  | <p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>  |
| <p><b>NTA-C14-1293</b></p> | <p>I'm a resident in Blackrock, and I would like to express my wholehearted support for BusConnects Cork. I hope it will proceed quickly, and I look forward to improved quality of life outcomes for people in Cork.</p>  | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are</p>  |

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|                     |   | well used and well overlooked are less likely to attract antisocial behaviour.  |
| <b>NTA-C14-1294</b> | I want to express my enthusiastic support for the BusConnects Cork initiative. As a resident of Cork who strongly advocates for the development of excellent bicycle infrastructure, I commend the National Transport Authority (NTA) and the City Council for their commitment to improving sustainable transport options in our city.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.                              |
| <b>NTA-C14-1300</b> | I support the proposals.  | The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.   |
| <b>NTA-C14-1300</b> | provide at least some benefit to public transport users, pedestrians and cyclists alike.<br>Is like to see better integration with Kent station.<br>Regarding where the cycle routes differ from the bus corridors, there needs to be a bit more common sense. For example, cyclists will not take the diversion up York Hill (route B) to get to Middle Glanmire Road because it's steep and a longer journey. So the NTA needs to consider the actual cyclist behaviour and whether certain routes will be attractive at all. Following from this, to not provide any facilities on Summerhill North is to leave an obvious gap in the real route cyclists will take. | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.                              |
| <b>NTA-C14-1315</b> | The routes don't link up and every journey from suburb to suburb will require two legs, into town and back out on a different bus to your destination.<br>Removing excellent services such as the 216 which goes all the way from Passage to Wilton is a, crazy decision, considering it always has a lot of passengers.  | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme. |
| <b>NTA-C14-262</b>  | I am proposing that the 233 cork to macroom via coachford /macroom to cork via maxroom service is increased in regularity and reliability.  | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme. |
| <b>NTA-C14-1318</b> | Each plan here would greatly improve the health and wellbeing of everyone in the city.<br><br>We are poised to be near a "bus gate" and recommend that the use of bollards are explored during these peak times. If not possible then cameras will be needed or drivers will not heed the "bus gate".<br><br>Despite being directly impacted we will have the alternative of relocated parking and then the provision of a two-way cycle track right outside our door as well as a bus stop and bus lane 10m away.  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.                              |

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|                     | This will make getting to work, the shops and more much easier. Where possible please ensure that cycle lanes do not randomly end to dangerously mix with pedestrians and instead proper junction treatment is applied.  |   |
| <b>NTA-C14-1320</b> | <p>I fully support all improvements suggested to the bus and bicycle networks. We can no longer put all our eggs into one basket when it comes to what kinds of travel modes we provide the infrastructure for. There needs to be viable alternatives to driving everywhere within the city boundaries.</p> <p>The transport corridors will provide that alternative to so many people who have lost faith in the public transport system or those still on the fence about using a bicycle as a safe and reliable mode of transport.</p>  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-1325</b> | <p>In contrast to the unrepresentative deluge of unashamed NIMBYism of the pearl clutching middle classes, I would like to voice my support for the proposed STCs across Cork City.</p> <p>Our public transport system simply needs to drastically scale up as fast as possible to make Cork a desirable place to live and work.</p>   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-1328</b> | <p>Very busy suburbs need frequent regular small buses as evidenced in older cities all over the world. Preserve and protect our city</p>  | The scheme proposals provide continuous bus priority, with other arrangements used in constricted locations. This will remove delays currently being experienced by the bus system and its users. By having dedicated bus lanes, or other equivalent measures, it will make for a better and more efficient service. In addition to these corridors, there is a much wider redesigned bus services network planned for Cork which will provide increased frequencies and new services which will be implemented during 2024/2025. |
| <b>NTA-C14-1329</b> | <p>I want to express my enthusiastic support for the proposals to transform the transport system in Cork for the better so that it is fit for the future and lays the foundations for a city we can be even more proud of.</p> <p>I want to especially express my strong support for all the filtered permeability, bus gates and 30 km/h speed zones proposed, including specifically the 30 km/h speed zone and filtered permeability proposed on O'Connell Avenue, adjacent to Derrynane Road, which will eliminate through traffic and restore the peace, safety and primacy of the residential community this place should be.</p> <p>I support, as well, the following specific proposals, for example: a two-way cycle lane on Evergreen Road; sealing the junction of Capwell Road, High Street and the Southern Road; sealing the northern part of Woods Street; bus gates by UCC, on College Road,</p> | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |

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|                     | <p>the Western Road and Bishop Street, on Watercourse Road and Thomas Davis Street in Blackpool, and on the Kinsale Road</p> <p>I welcome the proposed replacement of the roundabout at the junction of Bishopstown, Wilton, Glasheen and Sarsfield Roads, to expand green areas and provide cycling infrastructure in a loop.</p>   |  |
| <b>NTA-C14-1353</b> | <p>I support the principle of the Bus connects proposed routes.</p>  | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>  |
| <b>NTA-C14-1368</b> | <p>Cork Cycling Campaign welcomes the provision of dedicated segregated cycle lanes as part of the H STC. This will provide a vital active travel to many major trip generators including business parks , industrial and commercial zones , sports arenas and clubs and surrounding residential areas. It will form properly segregated and protected cycle network which will provide a safe and viable alternative to the car for short journeys, reduce the over-reliance on private vehicles in Cork, and help Cork meet our climate action and cycle mode share targets.</p> <p>Overall the Cork Cycling Campaign commends and supports the H STC route for cycling as it provides a high quality and safer environment for cycling. We would like to make the following observations and suggest improvements on certain design aspects and route choices, that we believe would make for a more coherent, better quality and more attractive route for cyclists.</p> | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>  |
| <b>NTA-C14-1381</b> | <p>I am happy bike lanes are being mostly kept in place, I still think cycle lanes should be brought through the mangala &amp; green space should not be taken by car parks. I get it's difficult when local media &amp; the council are somewhat against you but regressing to nimbyism will only make this city worst.</p> <p>Regarding the bus gates I'm not actually completely against them considering our narrow streets but I want to flag this very important point bus CCTV can only read the number plate of one car around the bus due to camera quality limitations, if you want bus connects to work you need the bus gates entrance &amp; exits to have cameras that will automatically fine if a car enters the place at the wrong time with plenty of signage.</p>  | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.</p> |
| <b>NTA-C14-1384</b> | <p>As a resident of Cork City my whole life, and a regular user of public transportation in the city and suburbs, I can safely say I fully support all measures proposed by Bus Connects</p>   | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation</p>   |

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|                     | Cork and the NTA. Increasing sustainable transport measures and usage cannot happen without full priority given to buses. I fully support this scheme in its entirety. | process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-268</b>  | This is not a very user friendly system  | The NTA notes this response.  |
| <b>NTA-C14-1437</b> | It is vital that all cycle lanes are protected by bollards.  | <p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p> <p>Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p> |
| <b>NTA-C14-1452</b> | Extensive suggestions to cycling infrastructure provided in the hard copy PDF  | <p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p> <p>Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p> |

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| <p><b>NTA-C14-1453</b></p> | <p>Concern about the removal of parking spots enabling the family to visit. Unclear area</p>  | <p>It is noted that as a principle, where driveways currently exist, every effort will be made to ensure that the ability to access and park in these driveways will be retained with the implementation of this corridor. A review of on street parking on public roads has been undertaken throughout the stages of the design, and where possible, parking spaces have been retained. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region, which remains priority. A detailed parking and loading survey will be undertaken to support the next stage of design.</p>   |
| <p><b>NTA-C14-1454</b></p> | <p>While I'm all for public transport and cycle lanes I don't want you to cut down trees. Cycle lanes can be created without cutting down trees. Actions speak louder than words so please LISTEN to those actions and help save our planet by SAVING OUR TREES. You will also be leaving a healthier planet for our children. If you continue to cut down mature trees (which capture more carbon and purify the air we breathe) then you risk not leaving any planet.</p> | <p>The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>   |
| <p><b>NTA-C14-1455</b></p> | <p>Hello a word an worries an bus connects. we are worried about the impact the road wiinding will have an our front garden , driveway and general noise levels that the buses will have an the road outside the front door of the house<br/>Regards James</p>  | <p>It is noted that CPO is only proposed where it is considered absolutely necessary to achieve the BusConnects objectives. This need will continue to be reviewed as the corridor progresses.</p> <p>Where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed corridor. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed corridor. Should Compulsory Purchase Order be required, this process will fairly assess the impact of the proposed corridor on properties and provide for mitigation measures including for the construction of new boundary walls.</p> <p>The potential environmental impacts of the corridor, including Air Quality and Noise impacts, will be detailed as part of the EIA process which will be carried out by the NTA during the preparation of a planning application for the corridor. This assessment will include for noise generated during</p> |

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|                            |  | <p>the construction phase as well as the operational phase of the project. These impacts will be taken into account by An Bord Pleanála in their assessment of the corridor.</p>   |
| <p><b>NTA-C14-1456</b></p> | <p>I have some concerns about the ability of disabled driver accessability within this proposed bus corridor route.</p> <p>Disabled badge holders have been certified by a GP and processed through the Irish Wheelchair Associationas having restricted mobility.</p> <p>As a person who works and is a disabled driver, how do you propose that I walk 15 minutes to a bus stop, stand in the rain, as many of the stops are not covered or have seats and then carry a laptop or shopping?</p> <p>Repeat again in the afternoon, I certainly know that after a couple of weeks of this I'd have to give up my career. I don't think that adequate consideration has been made for accessibility issue. It seems to me that that the most common sense approach to enable accessibility for disabled drivers is to exempt them from the proposed car ban if they have a valid disabled drivers pass? There is a limited number of passes in circulation so it will not add too much to the road usage and will enable those with disabilities to continue to work, participate in education, attend appointments and participate in society activities.</p> <p>I have written to the Tanaiste Office, Michael McGrath about this and Cork City Council and the Irish Wheelchair Association in addition.</p> | <p>The BusConnects proposals are seek 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 and pedestrian 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>While the proposed bus gates and restrictions on traffic movements aim to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary, local access will be maintained. Short diversions may be required in certain locations where bus gates are proposed.</p> |
| <p><b>NTA-C14-1458</b></p> | <p>I as a frequent user of the airport believe a connection into the bus connects routes to the airport via city centre starting at train station should be a centre point of this new plan .</p> <p>Yes the plan has many improvements but I lived in Basel Switzerland for many years , and bus from airport to central train station every 10 minutes from 0515 to 2350 was a central point of cities infrastructure.</p> <p>Plus please have a stand along Cork Bus Company Manage the City routes , current operating company is at best extremely poor organisation.</p>   | <p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a>. The New Bus Network is a separate project to this scheme.</p>  |



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| <b>NTA-C14-1459</b> | <p style="text-align: center;">onsultation</p> <p>1. Map is poor with little clarity as to what streets are the intended routes as shown on leaflets</p> <p style="text-align: center;">2 No attempt at connection between cycle routes.</p> <p>There is a considerable amount being spent on the greenway from Dunkettle round about to Cobh Cross</p> <p style="text-align: center;">No connection from the city to this ie by dual use of foot path at Rochestown<br/>Between greenway at Mahon and Passage</p> <p>3. An attempt should be made for linkages in all directions including Ballincolligh to City etc</p> <p>4. It would appear that the existing cycle ways in many cases have been designed in an office and not by someone who cycles</p> <p>The detail is quite poor such as the bollard at the start of the cycle way at Sullivans Quay which is inside of the line marking</p> <p>In many cases no attempt has been made to allow for the camber of the road with bollards leaning inwards thus narrowing the width of the cycle way</p> <p>The gated access to cycleways is so close that one has to stop to gain access</p> <p>Finally there should be a separate plan for cycleways clear indicating existing and proposed direction</p> | <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p> <p>Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.</p> |
| <b>NTA-C14-1460</b> | <p>have reviewed your plans and I wish to give my support to the proposed STCs. I think it would be fantastic!</p>  | <p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>   |
| <b>NTA-C14-12</b>   | <p>No direct bus route planned from Kent railway station serving UCC and MTU? It would greatly assist students and staff in getting from North Cork and East Cork and encourage more use of the railway especially from Mallow</p>  | <p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a>. The New Bus Network is a separate project to this scheme.</p>  |
| <b>NTA-C14-278</b>  | <p>This scheme will improve the quality of public transport the safety and convenience of cycling, encouraging more people to choose these methods of transportation over driving within the city. This will in turn further reduce congestion and the overall reliance on private motors, allowing Cork to develop into a more modern, livable city</p>  | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>  |

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| <p><b>NTA-C14-1461</b></p> | <p>Given the current BusConnects Cork online documentation available, TII advises it is unable to ascertain if appropriate assessments have been undertaken to ensure that capacity and safety issues associated with policy, standards and guidance associated with national roads have been undertaken in the development of the BusConnects Cork Sustainable Transport Corridors , Preferred Route Option Public Consultation.</p> <p>To illustrate with a number of examples, TII has concerns that issues related to national roads with respect to proposals related to proposed Paulovone Roundabout (N22) upgrade to a signalised junction, the proposed new link road from Model Farm Road to N22 Carrighrohane Road where a speed limit of 80Kph applies, the impact on capacity of N27/N40 Kinsale Road Roundabout capacity, the N27 roundabout arms to Kinsale Road and proposals to N40 at Douglas . Broadly, there are a number of matters with respect to interaction with national roads network which need to be clarified.</p>  | <p>A Strategic Traffic Model has been prepared for BusConnects Cork which identifies the potential traffic impacts associated with our current proposals. These traffic impacts will be further assessed to determine what measures, if any, will need to be incorporated to mitigate these impacts and to align with relevant current transport standards and guidance. NTA are in dialog with TII and will continue to liaise on further development.</p> |
| <p><b>NTA-C14-1462</b></p> | <p>I refer to the Passage railway greenway improvement scheme.<br/>I proposed linking Cobh to the city in the past.<br/>I saw a photo from Holland of small 1 seater cars they are using in abundance. Part of my previous plan was to widen the greenway accommodate bikes and small cars etc.<br/>The lane may also accommodate a quad bike ambulance.<br/>By connecting the greenway to the south west corner of Little Island with a floating swinging bridge and floating gangway from the south east corner of Little Island to Cobh there would be a perfect transport system.<br/>A park and ride on the northern side of the IFI site would service traffic from the east. The unused rail section on the western side in Cobh would provide a major facility for cruise liner passengers direct from the city from the Cobh quay on bikes, scooters etc.s<br/>This would do wonders for business in the city and allow tourists view the scenic aspect of the harbour.<br/>Motorists accessing Little Island would have an alternative.<br/>I trust the above is in order</p> | <p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a>. The New Bus Network is a separate project to this scheme.</p>   |

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| <b>NTA-C14-306</b> | Please rename the routes to say City Centre rather than City, like is done in Dublin   | Suggestion has been noted by the NTA.  |
| <b>NTA-C14-315</b> | No plan for enforcement of bus gate, or parking restrictions   | The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.   |
| <b>NTA-C14-315</b> | Design does not follow international best practice or DMURS  | The design follows the Design Manual for Urban Roads and Streets (DMURS) and other relevant standards, which will be reviewed further at the next stage. The National Sustainable Mobility Policy, in line with the DMURS, are based on a hierarchy of road users. This is set out throughout BusConnects, with localised narrowing kept to minimum widths where necessary. Details at bus stops are in line with relevant standards and areas in which the full BusConnects cross section is not possible, designs have been carefully thought out. |
| <b>NTA-C14-315</b> | The Dublin-style junction which exposes cyclists to danger from left turning traffic is used throughout, instead of the well established Dutch junction. | Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.  |
| <b>NTA-C14-316</b> | The city centre urgently needs more bus lanes.   | 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.   |
| <b>NTA-C14-316</b> | Bike lanes should follow routes already taken by cyclists or they won't be used.   | One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Where insufficient widths make it impractical to provide segregated cycle tracks provision of additional complimentary cycle facilities on alternative quiet routes will be considered.  |
| <b>NTA-C14-316</b> | Overpasses and underpasses for pedestrians would be an effective way to improve walking routes and would speed up traffic light times.                   | The aim of the Proposed Scheme is to provide enhanced walking, cycling and bus infrastructure along the sustainable transport corridors. This has included the provision of additional pedestrian crossings provided at junctions and bus stops to better cater for desire lines.  |

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| <b>NTA-C14-331</b> | I totally support this scheme due to the environmental impacts and giving public transport better support   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-338</b> | Dedicated bus lanes will ease traffic congestion, enhance public transportation, encourage sustainable mobility, enhance safety   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-14</b>  | I would encourage the NTA to bring back the elements they removed from the original plan or there will be no modal shift to public transport. Bus lanes need to be in place rather than unenforced bus gates. Bus lanes should be returned to Ballincollig to Cork city bus route | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-349</b> | If we really want people to switch to public transport in the city then there needs to be park and ride facilities at the outer end of each bus corridor so that people living in outlying / rural areas can drive to the nearest corridor, park and hop on a bus                 | <p>Park and ride facilities are being explored as part of the overall BusConnects programme but forms a separate project to the Sustainable Transport Corridors.</p> <p>A Park &amp; Ride Strategy for Cork City is being developed to outline and deliver suitable bus and rail based Park &amp; Ride facilities within and outside the city area to facilitate public transport intervention. The National Transport Authority is also conducting evaluation to determine the suitable sites for these facilities in collaboration with local authorities.</p> <p>Details on this project can be seen here<br/><a href="https://busconnects.ie/cities/cork/cork-new-park-ride-sites/">https://busconnects.ie/cities/cork/cork-new-park-ride-sites/</a></p> |
| <b>NTA-C14-353</b> | I support the progress of public transportation. This improvement is needed on transportation.  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-363</b> | the decision to rely on bus gates instead of dedicated bus lanes on many routes is baffling and bordering on laughable  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |

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| <b>NTA-C14-363</b> | Bike lanes need to be fit for purpose and designed to international standards  | Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.  |
| <b>NTA-C14-363</b> | If the choice is tree removal or parking, the parking should always be the first to go   | <p>This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process.</p> <p>A detailed parking and loading survey as well as the Environmental Impact Assessment (EIA) to assess tree removal, will be undertaken to support the next stage of design.</p>  |
| <b>NTA-C14-364</b> | All routes required to improve access within the city and reduce traffic.  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-370</b> | I 100% approve of these suggestions they are a great first step.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-373</b> | We don't need bus gate ways, we need bus lanes, routes that cover larger areas.  | The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant.   |
| <b>NTA-C14-373</b> | Proposing to turn existing and proposed community gardens and green spaces into car parks because some on street parking is being lost is totally unnecessary. | This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. As the design progresses, the design team will review opportunities to provide additional landscaping / vegetation to replace lost habitats and increase biodiversity. The impact on parking has been reviewed and the design proposed to minimise and/or mitigate the impact on local residents, business owners and |

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|                    |  | community members. Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision. A detailed parking and loading survey will be undertaken to support the next stage of design.  |
| <b>NTA-C14-19</b>  | Cycling infrastructure should be consistent throughout the scheme. An example would be where a bus lane is found not feasible given local constraints the cycleway should be kept so that the local area would still benefit from the scheme | One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.  |
| <b>NTA-C14-391</b> | Without improving bus corridors and cycling infrastructure, our city and neighbourhoods will remain burdened with traffic, noise and pollution. A car-centric city is not a person-centric city.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-408</b> | The residents of evergreen road are elderly and families- we need accessibility to safe parking, for ourselves and for carers.   | <p>The impact on public parking and loading, particularly within village centre areas, has been reviewed and the updated design proposes to minimise and/or mitigate the impact on local residents, business owners and community members. The design has sought to minimise the impact on lost parking spaces as much as possible and identified opportunities to provide replacement parking.</p> <p>Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision.</p> <p>A detailed parking and loading survey will be undertaken to support the next stage of design.</p> |
| <b>NTA-C14-408</b> | Our neighbouring streets are un-safely narrow and filled already with illegal parking.   | Noted  |
| <b>NTA-C14-414</b> | I support these plan. I really believe this will make the city better long term.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |

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| <b>NTA-C14-419</b> | I highly welcome the BusConnects plan because, although not perfect, it aims to resolve the issues that affect our public transport reliability and reduce the number of cars on our streets.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-420</b> | Feedback travelling from Douglas to Ringaskiddy: Routes 223X and 223 need more frequency.   | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme.   |
| <b>NTA-C14-423</b> | I wish to voice my support for Bus Connects and stress that those in favour of the proposed changes are not as vocal as those who stand to be inconvenienced by them.   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-428</b> | These new watered-down proposals will do little to persuade people out of their private vehicles and onto a bus or cycle lane.  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.  |
| <b>NTA-C14-19</b>  | There is a lack of orbital routes which affect people's likelihood of using sustainable transport as opposed to private vehicles  | The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this scheme.   |
| <b>NTA-C14-428</b> | The decision to rely on bus gates instead of dedicated bus lanes on many routes is a terrible mistake. The error is compounded by allow these gates to operational only at peak times. There will be no compliance with these gates unless technology like traffic cameras and fines are used for enforcement. Additionally, not enough thought has been put into where diverted traffic will go following the introduction of these gates. | The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant.<br><br>Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions. |
| <b>NTA-C14-428</b> | Provisions for cars and car parking should be at the very end on the list of priorities. I refer to section 2.2 (User Priorities) of the current Design Manual for Urban Roads and  | Along each route, improvements and enhancements will be made to footpaths, pedestrian crossings and cycling facilities as well as bus   |



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|                    | Streets. On review of the layouts, it appears that this best practice is not being followed in numerous instances. An example is car parking located inside a cycle lane as per below image. Please review the layouts against best practice with the aim of removing conflict between vulnerable road users and vehicles.  | priority. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.   |
| <b>NTA-C14-430</b> | I am disappointed at the dilution of the original plans overall. If anything, the Cork Bus Connect scheme should be more ambitious in its aims in order to implement the drastic improvements in the sustainable transport infrastructure that the city needs. In all areas, increasing the number of cycle and bus lanes, bus priority routes etc should be of higher priority than car parking spaces and individual car users. There should be more 24-hour bus routes. The frequency of all bus routes should be increased. | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-430</b> | Bus live tracking should be enabled so that people can see when buses are delayed and are not left waiting at bus stops for a bus that never comes.   | One of the initiatives of BusConnects is new bus stops and shelters, which are to be enhanced with better route and fare information and timetable information specific to each stop. Installation of more Real Time Passenger Information (RTPI) signs along the new bus corridors and elsewhere across the region will provide accurate next-bus arrival information.  |
| <b>NTA-C14-430</b> | More park-and-ride facilities at the end of each bus corridor to reduce the number of cars coming from outside the city each day.   | Park and ride facilities are being explored as part of the overall BusConnects programme but forms a separate project to the Sustainable Transport Corridors.<br>A Park & Ride Strategy for Cork City is being developed to outline and deliver suitable bus and rail based Park & Ride facilities within and outside the city area to facilitate public transport intervention. The National Transport Authority is also conducting evaluation to determine the suitable sites for these facilities in collaboration with local authorities.<br>Details on this project can be seen here<br><a href="https://busconnects.ie/cities/cork/cork-new-park-ride-sites/">https://busconnects.ie/cities/cork/cork-new-park-ride-sites/</a> |
| <b>NTA-C14-430</b> | In a city the size of Cork, cycling should be a primary mode of transport but the lack of cycle lanes, lack of protected bike lanes where they do exist, the lack of enforcement when cars park in existing lanes and the limited areas covered by the TFI Bikes make it an undesirable option for many.  | One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes.<br><br>Regarding the enforcement of the proposed overall Scheme, further supporting enforcement measures will be introduced to ensure compliance with the measures proposed later in the Proposals, through discussions between the NTA and CCC.   |
| <b>NTA-C14-462</b> | Universal design checks in the planning of bus routes are important because they ensure accessible stops, efficient and inclusive transportation, compliance with   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the  |

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|                    | <p>regulations and laws, and efficient resource use.</p> <p>1. Accessible Stops: Universal design checks can help ensure that bus stops are accessible to everyone, including people with disabilities. This may involve ensuring there is enough room for wheelchairs, providing tactile markers for people with visual impairments, or providing seating for older adults.</p> <p>2. Route Efficiency: Universal design checks can help ensure that bus routes are efficient and accessible, so that people with disabilities can easily travel to their destination. This may involve avoiding steep inclines or inaccessible areas, such as construction sites.</p> <p>3. Inclusive Transportation: Universal design checks can help create a more inclusive transportation system by ensuring that bus routes are designed to serve a wide range of people, including those with disabilities, older adults, and families with strollers or young children.</p> <p>4. Compliance with Regulations and Laws: In many countries, there are laws and regulations that require public transportation to be accessible to people with disabilities. Conducting universal design checks can help ensure that bus routes comply with these regulations and laws.</p> <p>5. Efficient Use of Resources: By designing accessible bus routes, transportation providers can ensure that they are making the most efficient use of their resources, such as fuel and personnel, while still providing safe and accessible transportation to all riders.</p> | <p>public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>   |
| <b>NTA-C14-28</b>  | <p>Bus route 223 is over crowded, single decker and unreliable. Start 223 in Passage. Connect ringaskiddy to carrigaline and Passage through an extended 216.</p>  | <p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a>. The New Bus Network is a separate project to this scheme.</p> |
| <b>NTA-C14-474</b> | <p>It is depressing to experience the chokehold car traffic in the mornings and evenings in Cork city. So I really hope the NTA push forward with making the necessary changes.</p>  | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>                             |
| <b>NTA-C14-475</b> | <p>The City cannot continue to grow in a car-dependent manner. To ignore the need for robust and reliable public transport is to accept that Cork City will stagnate and suffer economically.</p>  | <p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>                             |

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| <b>NTA-C14-475</b> | Bus gates must be enforced. Bus gates on St. Patrick St. are completely ignored. It is very easy to setup a camera and fine motorists for breaking traffic laws. The only way that bus gates can function is to have them enforced.  | Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.  |
| <b>NTA-C14-475</b> | The quality of this scheme has already been severely harmed by the NTA's total capitulation to any and all opposition. Please serve the needs of public transport users and stop sacrificing robust and reliable public transport for all to suit the personal interests of a few opponents.   | The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.  |
| <b>NTA-C14-479</b> | Tree Removal across all 11 STC schemes the NTA/Bus Connects propose the felling of 714 mature trees. It should be a mandatory requirement that you have to replace any trees you cut down with mature trees to compensate for their loss and their carbon removal loss from the atmosphere. Simply planting young trees will not compensate for this.  | The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate.<br>In response to issues raised during public consultation, a number of sections along the route were amended in developing the PRO and a key outcome of these design interventions is the reduced impact on existing trees wherever practicable.<br>However, there will still be a need to remove some trees. The NTA will endeavour to maintain 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. |
| <b>NTA-C14-479</b> | Chosen location for the public information event on STC C was held too far from Blackpool Village. Efforts in the future should be made to utilise a location nearer to the STC's intended audience and in this instance there is a community centre in Blackpool which I'm sure would've been made available to the NTA/Bus Connects.   | The NTA notes this response.   |
| <b>NTA-C14-479</b> | There was no outdoor signage whatsoever at St Vincent's Clubhouse to indicate NTA/Bus Connects information day was happening at the venue, no staff were outside the venue either. We had to inform other members of the public who were in the car park and who were lost that this was indeed the venue of the information day. This is very basic stuff and should be in place in the future. While there were approximately 20 or so NTA staff in the venue only 4/6 seemed to be the designated spokespeople to interact with the public. Our spokesman (who I unfortunately did not get the name of) was quite | The NTA notes this response.   |

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|                    | adversarial in his tone in speaking with us and he came across as quite condescending and rude. There also seemed to be a lack of training with your staff in the use of the electronic screens to highlight and show sections of the STC routes and this caused lots of time wasting while they tried to coordinate amongst themselves to correct said issues.  |  |
| <b>NTA-C14-479</b> | Community forums: not a lot of publicity seems to be made available of when or where the public community forums are taking place. There is also a lot of confusion as to who can attend the forums, with the official line seemingly; “Two people per community group” but we have heard that the general public can just turn up on the day and attend the forum, similar to the information days. Greater clarity of this should be made in the future to ensure community attendance at the forums.  | The NTA notes this response.   |
| <b>NTA-C14-479</b> | Currently the two methods of public engagement for lodging submissions are online or by post. Greater steps could be taken to engage with the public. A large portion of demographics in the STC routes may not have access to the internet, or not have great ability to use the internet and rely more on lodging postal submissions. Seeing as the NTA is a state body I fail to see why you cannot include a postage paid envelope in each Bus Connects information pack which you post to every home in the affected areas. This would not only make it easier for the less technologically-abled people to lodge submissions but would also remove a financial burden on the public to buy an envelope and pay for said postage. | The NTA notes this response.   |
| <b>NTA-C14-479</b> | It is quite unbelievable that the NTA/Bus Connects has drafted two rounds of these STC proposals without data from a traffic survey in the affected areas. This surely is the first step to be undertaken in the process before engineers etc draft such proposals and such data should be made available to the general public during the public consultation periods.  | Traffic surveys have been undertaken to inform the development of the design. These surveys are utilised in a local traffic modelling exercise which will be carried out during the next design stage.   |
| <b>NTA-C14-29</b>  | I am in favour of all steps that discourage cars in Cork City in order to provide the required space for the best possible public transport, which will benefit the majority   | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. |
| <b>NTA-C14-482</b> | Both the cycle lanes and bus corridors need drastic improvements.  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. |

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| <b>NTA-C14-482</b> | Both the cycle lanes and bus corridors need drastic improvements. I would even call it dangerous to cycle at times. I chose to cycle because the busses are not reliable enough.   | The BusConnects proposals are seek 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 and pedestrian facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic.  |
| <b>NTA-C14-482</b> | Please please please go ahead with the plan.   | The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.  |
| <b>NTA-C14-500</b> | Can you please let us know when the bus service will be in place from Cork City to Waterfall, we understand that it may be a further two years which if true is most disappointing. There is very little infrastructure to be put in place. The community are anxious that the service be in place as soon as is possible and are ready to assist.                         | In relation to the changes to various bus 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: <a href="https://busconnects.ie/cork/busconnects-cork-new-busnetwork/">https://busconnects.ie/cork/busconnects-cork-new-busnetwork/</a> . The New Bus Network is a separate project to this Scheme and therefore a separate consultation was undertaken during 2022, where it was visible that the Scheme will generally increase coverage and frequency of bus routes. |
| <b>NTA-C14-566</b> | I strongly support the development of sustainable travel in Cork. Bus Connects is our only chance to change decades of car dependence and reduce our transport emissions.  | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |
| <b>NTA-C14-566</b> | I am concerned that there is too much appeasement of a vocal group who are willing to defend the status quo at all costs, and who are not ever willing to accept change. A capitulation to this group will be to the detriment of the city and its population for decades to come as well as our efforts to comply with the very urgent need to reach our climate targets. | As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in late 2023. 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 NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all whilst meeting the scheme objectives.                               |
| <b>NTA-C14-566</b> | I am disappointment with other further 'watering-down' of Bus Connects. For example, the use of bus gates, operational only at peak times, rather than bus lanes. How will this be enforced? Voluntary compliance will not work, and we have seen how the laws for   | The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only  |

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|                    | example, the 'Pana ban', or parking in cycle lanes, footpaths or double yellow lines, are not enforced.  | during peak traffic periods when congestion is most significant.<br><br>Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.  |
| <b>NTA-C14-566</b> | It is also imperative that Bus Connects is in compliance with our national and regional plans and policies. It appears that the current iteration of Bus Connects is at odds with the National Investment Framework, the National Development Plan, the Regional Spatial and Economic Strategy for the Southern Region.  | 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. All relevant policy and plans at both the regional and national level will be adhered to across the BusConnects Scheme. |
| <b>NTA-C14-567</b> | I am extremely disappointed with the recently published revisions to the BusConnects Cork plan. While not perfect, and certainly needing compromises in key areas such as the Mangala flyover, the previously published plan at least represented ambition to deliver real change. The current iteration is a capitulation, will fail, and in its attempt to appease a highly vocal minority of people will damn the city to generations more of gridlock. | The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.   |



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