



Rialtas





Contents

1.	Executive Summary	3
2.	Introduction	8
3.	Submissions Received	9
4.	Issues Raised in the Submission	10
	Issue 1: Access to Residential Properties	11
	Issue 2: Accessibility	11
	Issue 3: Alternative Proposals	12
	Issue 4: Anti-Social Behaviour	14
	Issue 5: Bus Infrastructure	15
	Issue 6: Bus Network Redesign	15
	Issue 7: Bus Stop Locations	
	Issue 8: Business and Retail Impact	
	Issue 9: Changes to Traffic Movement	17
	Issue 10: Character and Heritage	
	Issue 11: Cycling Infrastructure	
	Issue 12: Health and Wellbeing	20
	Issue 13: Impact on Car Parking and Loading	20
	Issue 14: Impact on Community	21
	Issue 15: Impact on Emissions and Pollution	21
	Issue 16: Impact on Trees	22
	Issue 17: Impact on Watercourses	23
	Issue 18: Park & Ride	23
	Issue 19: Pedestrian Infrastructure	23
	Issue 20: Public Information Campaign	24
	Issue 21: Safety Concerns	25
	Issue 22: Support for the Proposals	27
	Issue 23: Technical Data/Surveys	28
	Issue 24: Traffic Calming Measures	
	Issue 25: General	29

Appendices

Appendix A. Responses to Submissions on STC C	32
Appendix B. Responses to General Submissions	. 543

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 C (STC C) which runs from Blackpool 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 $\in 600m$ 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 the 30th June 2022 until 3rd October 2022 on initial proposals for the twelve Sustainable Transport Corridors proposed under BusConnects Cork.

Following the first round of public consultation, the NTA has been reviewing the almost 3,000 submissions made by the public and engaging 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 has 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 enables 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 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 offstreet 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 public consultation, the NTA made a number of revisions to its initial proposals. The second round of Public Consultation took place from 30th March 2023 until 25th May 2023. The 11 Preferred Routes 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 Preferred Routes can be seen below in Figure 1 with the Blackpool to City route designated as Sustainable Transport Corridor C.

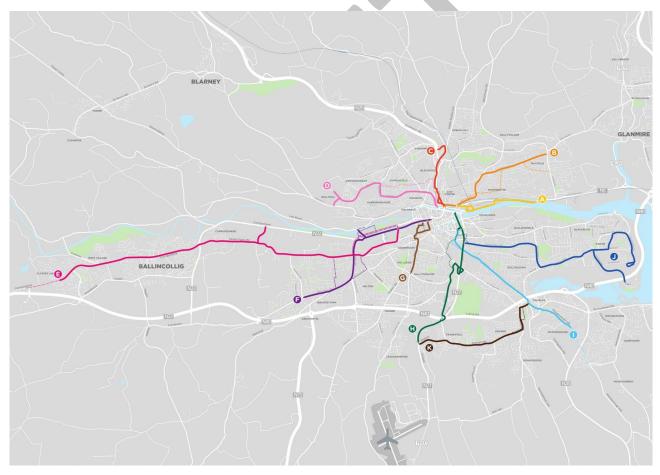


Figure 1.1: Preferred Route Options

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 2,668 submissions received relating to the Blackpool to City Centre 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 STC while many expressed qualified support. Some submissions identified positives within the proposals, while challenging other elements of the overall STC.

The principal issues raised included:

- 1. Access to Residential Properties
- 2. Accessibility
- 3. Alternative Proposals
- 4. Anti-social Behaviour
- 5. Bus Infrastructure
- 6. Bus Network Redesign
- 7. Bus Stop Location
- 8. Business and Retail Impact
- 9. Changes to Traffic Movement
- 10. Character and Heritage
- 11. Cycling Infrastructure
- 12. Health and Wellbeing
- 13. Impact on Car Parking
- 14. Impact on Community
- 15. Impact on Emissions and Pollution
- 16. Impact on Trees
- 17. Impact on Watercourses
- 18. Park & Ride
- 19. Pedestrian Infrastructure
- 20. Public Information Campaign
- 21. Safety
- 22. Support for the Proposals
- 23. Technical Data/Surveys

- 24. Traffic Calming Measures
- 25. General

2. Introduction

Consultation on the Blackpool to City Sustainable Transport Corridor Emerging Preferred Route ran for a period of eight weeks, between the 30th March 2023 and 25th 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:

 St Vincent's Hurling & Football Social Club, Hollymount House, Blarney Road, Cork, Wednesday 19th April

A community forum was held at the following location:

• Terence MacSwiney Community College, Hollyhill, Knocknaheeny, Cork, Tuesday 25th April

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 <u>https://consult.nationaltransport.ie</u>.



3. Submissions Received

Overall, there were 2,668 unique submissions received that related specifically to the STC C Blackpool to City. Of these, 194 were received via the online portal and 2,467 were submitted in hardcopy or via email. Seven additional submissions specific to STC C were submitted as General / Overarching responses.

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

4. Issues Raised in the Submission

All 2,668 of the submissions received by the NTA that related specifically to STC C were reviewed. The issues raised were categorised, summarised, and analysed. The majority of issues stemmed around the Changes to Traffic Movement, primarily the implementation of bus gates and one-way systems, as well as the impact of the proposal on local businesses.

Theme	Frequency of Issue
Access to Properties	1,017
Accessibility Issues	1,036
Alternative Proposals	37
Anti-social Behaviour	2
Bus Infrastructure	43
Bus Network Redesign	36
Bus stop location	2
Business and Retail Impact	1,120
Changes to Traffic Movement	2,268
Character and Heritage	6
Cycling Infrastructure	40
Health & Wellbeing	7
Impact on Car Parking	1,072
Impact on Community	1,021
Impact on Emissions and Pollution	8
Impact on Trees	7
Impact on Watercourses	4
Park & Ride	4
Pedestrian Infrastructure	12
Public Information Campaign	13
Safety	33
Support for the Proposals	28

Technical Data/Surveys	2
Traffic Calming Measures	6
General	1,064

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

Issue 1: Access to Residential Properties

A number of submissions raised concerns about the proposed bus gate and cycle lane initiatives, positing that these measures could complicate access to residential properties.

Some submissions expressed concern that the proposals will make it difficult to access their properties due to increases in traffic on their road. This concern was raised particularly by residents on Dublin Hill, for example on Delaney Park, and in Hawthorn Mews and the Glen.

Irrespective of the bus gates, many submissions also raised concerns about the impact on accesses from new infrastructure, for example from the cycle lanes that would run adjacent to residential areas. This was a concern raised by residents throughout the route in Blackpool, as well as on Leitrim Street and Great William O'Brien Street. There were concerns that cycle lanes will create safety issues for residents entering or exiting their properties. Additionally, respondents voiced concerns regarding the introduction of cycle lanes and the alteration these may inflict to existing parking arrangements, leading to a reduction or elimination of onstreet parking spaces. Some respondents also stated that the inclusion of cycle lanes could potentially reduce the available road space for vehicles, resulting in narrower lanes or even fewer lanes for cars, which would in turn disrupt traffic flow and indirectly affect property access by causing traffic jams.

NTA Response to Issue 1:

BusConnects Cork aims to provide improved walking, cycling and bus connectivity between Blackpool and to Cork City Centre, providing improved access to additional services. These improvements will make walking, cycling and public transport a more attractive alternative to the private car, reducing car usage.

However, the NTA recognises that travel by walking, cycling and public transport will not be immediately viable in all circumstances, and that some people will need to continue to access Blackpool by private vehicle for a range of reasons.

As a result of the comments, further assessment has been undertaken to identify methods of reducing through-traffic through Blackpool as an alternative to bus gates. An alternative design is now proposed that focuses on using traffic calming and signal priority techniques to encourage through-traffic to use major routes instead of travelling through Blackpool. The specific measures that are now proposed have been informed by suggestions from Blackpool residents.

The NTA noted the concerns expressed around the impact of proposed cycle lanes on property access. It is intended that all existing street access to properties on STC C will be retained.

As the design progresses, the updated proposals will continue to be assessed. A comprehensive traffic modelling exercise will be undertaken to understand the future traffic impacts of STC and other routes. 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 2: Accessibility

Submissions expressed concerns about accessibility for residents with mobility impairments, particularly elderly individuals in Blackpool. Many respondents communicated their reliance on private vehicles due to mobility issues that prevent them from using active travel or public transport. Residents from numerous

locations around Blackpool stated their concern regarding restricted car access, affecting their ability to reach local amenities and hindering access for those requiring care. Specific locations mentioned include Arthur Villas, St Francis Gardens, Respond Housing Complex, Blackpool Church, North Presentation Primary School, and Blackpool late-night pharmacy. Disabled individuals, some reliant on paratransit services, stated their concerns that there will be disruptions from altered traffic patterns caused by bus gates, impacting service reliability.

Submissions mentioned the absence of provisions for disabled parking within the proposed plans. Multiple submissions expressed concerns that changes to traffic movements could result in accessible parking spaces being positioned at a greater distance from the destinations they serve. Respondents raised concerns that proposals do not do enough to safeguard the availability and convenience of these parking spaces for disabled drivers, particularly in proximity to services such as doctor's surgeries and pharmacies. Respondents also stressed the important of providing accessible pathways and prioritising pedestrian wellbeing.

NTA Response to Issue 2:

Following a review within Blackpool, bus gates are no longer proposed on STC C. The updated proposals focus on using traffic calming measures and signal priority techniques to encourage through-traffic to use major routes instead of travelling through Blackpool. These measures will make streets safer and more accessible for those with mobility challenges. These interventions will allow access to be retained for Blackpool residents and businesses.

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 parking assessment will consider how parking and loading space can be managed to maximise their benefit, including how they cater for users with mobility impairments.

Issue 3: Alternative Proposals

There were numerous submissions that proposed alternative solutions to STC C as a whole or specific elements within the proposals. Some of these are listed below:

Alternative route options

Submissions proposed the use of other routes for the bus and/or cycle corridor, including:

- Great William O'Brien Street rather than Watercourse Road.
- Commons Road rather than Dublin Street.
- The N20 rather than Watercourse Road.
- Have the cycle route run through Orchard Court rather than Dublin Street and Thomas Davis Street.
- Have the cycle route run down Great William O'Brien Street rather than Watercourse Road. Some suggested making Great William O'Brien Street a quiet route.
- Implement a one-way system where all vehicles, except for buses, go southbound on Thomas Davis Street, Watercourse Road and Northbound on Gerald Griffin Street, Great William O'Brien Street, and Commons Road. The additional space could then be reallocated to bus lanes, parking, and walking and cycling infrastructure.

Alternative junction arrangements

Submissions proposed alternative arrangements to specific junctions, including:

• Rearranging Dublin Hill junction to allow for better vehicular flow.

- Implementing a right-turning lane at the Dublin Hill junction, to stop right-turn traffic blocking inbound traffic to alleviate congestion.
- Improve signal synchronisation at the Dublin Hill junction.
- Updating the Thomas Davis Street / Old Commons Road junction to the DMURS standard, with a review of lane widths, radii narrowed and pedestrian priority to allow safe crossing.
- Install signal-controlled priority at Popham's Road / Commons Road to ensure bus lanes are functional.
- Improve the design of the N20 / Popham's Road / Brothers Delaney Road junction as drivers regularly cross the junction without clearing it to make the next set of lights, blocking the lane from the City Centre to Blarney until the junction clears.
- Construct an alternative junction at the bottom of Fairfield Avenue for traffic heading left onto N20 towards Blarney.
- Extend pedestrian crossing times at the N20 / Popham's Road / Brothers Delaney Road junction.
- Improve the design of the N20 / Watercourse Road (Madden's Buildings) junction is as it causes congestion. The design should allow traffic exiting Watercourse Road to turn right on to the N20 towards the city centre.

Alternatives to proposed Scheme elements.

Submissions also proposed alternatives to specific Scheme elements in certain locations, including:

- Give buses priority over other vehicles on Watercourse Road rather than have a bus gate here.
- Allow parking within the bus gate area for those people with blue badges to be allowed parking (whitelisting) using ANPR cameras.
- Reduce the number of lanes entering Blackpool Shopping Centre to one to enable the two exit lanes to be retained.
- Reverse the one-way system traffic flow on Cathedral Walk to improve access to North Presentation Primary School.
- Apply filtered permeability at both the northern and southern end of STC C to ensure streets enjoy low vehicle traffic levels and are attractive places to cycle.

Additional Scheme elements outside the proposed Scheme

Some additional suggestions that were made in the submissions, for areas outside the extent of STC C include:

- Reroute cars coming from Dublin Pike onto Kinvara Road to reduce the number of vehicles coming down Dublin Hill.
- Improve connectivity between the industrial parks on Dublin Hill to the major road network to reduce rat-running through Hawthorn Mews Thorndale and Glenheights Road.
- Improve Spring Road to improve connection between Blackpool and the North Ring Road, thereby reducing traffic in Blackpool itself.
- Improve the design of the N20 / Assumption Road junction as a lot of accidents happen with cars turning right on to Assumption Road and cars speeding down the N20.
- Create a greenway linking the Glen River Park through Blackpool village and out to Blarney Castle.

• Provide additional bridges to alleviate congestion and provide alternative traffic routes.

Other suggestions

Some other, more general submissions, were also raised:

- Operate bus lanes at peak hours only.
- Ensure that communities that take the burden of increased vehicular traffic receive investment in the form of improved footpaths, additional street trees, and sound barriers to mitigate the effects of increased traffic on local roads which may arise as a result of proposals.
- Widen access to Blackpool Shopping Centre for pedestrians and cyclists and use street furniture to prevent use by vehicle traffic.

NTA Response to Issue 3:

A range of alternative options have been considered in the development of the scheme proposals as they have been developed. Assessment has shown that the corridor previously consulted on should be the preferred route on account of several factors most notably:

- The proposed route travels through the centre of Blackpool, providing direct access to many businesses and is centrally located for access to residences.
- The proposed route is mostly direct between Blackpool Shopping Centre and the City Centre, which will keep journey times to a minimum.
- The proposed route is attractive for cyclists because it is mostly direct, mostly flat, and has less traffic than the N20.
- The proposed route provides an opportunity to improve public realm and streetscaping in Blackpool, including new trees and green space.

Options have continued to be considered as the design has progressed. For example, the preferred option now routes cyclists away from Thomas Davis Street by using Orchard Court and an off-road connection up to Brothers Delaney Road.

Furthermore, it is considered that some additional elements raised in suggestions could help STC C to meet the BusConnects objective. This primarily concerns improvements to Dublin Hill. This includes changes to the Dublin Hill / Kinvara Road junction and traffic calming measures on Dublin Hill itself to encourage traffic away from using this route in favour of Ballyhooly Road. While this would not form part of the STC, it is likely that these changes would help to reduce through traffic on STC C. Other suggestions around parking, crossings and signal times have been noted and will be considered as the design progresses.

Issue 4: Anti-Social Behaviour

A small number of submissions raised concerns about the potential anti-social behaviour that could arise from implementing bus gates, with a specific focus on the exacerbation of speeding issues within and around the Blackpool area. These submissions have expressed concern that the introduction of bus gates might prompt a diversion of cars through residential zones, leading to non-compliance with speed limits and thereby endangering both residents and their properties.

Submissions also raised the concern that some drivers may ignore the bus gates altogether, and that this disregard for established regulations not only results in traffic infractions but also contributes to a general indifference towards road discipline.

Finally, submissions raised concerns that, as the regulatory landscape transforms and traffic patterns evolve, tensions between various groups of road users – such as cyclists, pedestrians, and motorists – might intensify. These tensions can manifest in conflicts and confrontations, adding to the overall upsurge in anti-social

conduct on the roads. Many respondents have voiced concerns over a perceived preference for cyclists and public transport users, at times seemingly at the expense of the residents' wellbeing.

NTA Response to Issue 4:

Following a review of the designs within Blackpool, bus gates are no longer proposed on STC C. The updated proposals focus on using traffic calming and signal priority techniques to encourage through-traffic to use major routes instead of travelling through Blackpool. These measures will allow access to Blackpool to be retained throughout the day and limit the potential for anti-social behaviour.

Regarding the potential for speeding issues we are now considering a 30 km/h speed limit within Blackpool village centre. Additional traffic calming measures will be considered during the next stage of design where practicable.

Regarding rerouting of traffic, STC C has been designed to encourage traffic to use major routes such as the N2O as much as possible. A comprehensive traffic modelling exercise will be undertaken to understand the future traffic impacts of STC C.

The potential for antisocial behaviour will be considered as the design progresses and mitigation measures may be proposed, for example as part of the urban landscape design.

Issue 5: Bus Infrastructure

Many concerns were raised regarding the proposed bus infrastructure within the outlined Scheme, encompassing aspects such as bus lanes, bus stops, and bus gates (which are further detailed in Issue 10: Changes in Traffic Movement).

In respect to bus lanes, some respondents questioned the feasibility of bus lanes on Popham's Road and Brothers Delaney Road at the N20 junction, citing concerns that the road width may not adequately accommodate additional traffic within this infrastructure. The bus lanes on Brothers Delaney Roadwere raised on numerous occasions with the general opinion that these will worsen traffic congestion. There are also concerns about the efficacy of bus lanes due to the likelihood of buses being hindered by illegal parking, thereby potentially impeding the expected traffic flow. Moreover, some respondents expressed doubts that bus service timings can be achieved.

NTA Response to Issue 5:

Following of the designs within Blackpool, bus gates are no longer proposed on STC C. The updated proposals focus on using traffic calming and signal priority techniques to encourage through-traffic to use major routes instead of travelling through Blackpool.

It is noted that STC C has been used by bus routes long before the advent of BusConnects Cork and the route is already an important public transport connection between North Cork and the city centre. The inclusion of the route in BusConnects has been previously assessed and found to be appropriate.

The impacts of STC C on traffic volumes will be further assessed as part of the traffic modelling exercise which will be carried out during the next design stage. This will indicate what the impact of bus lanes is likely to be and will inform the ongoing design. If the inclusion of bus lanes is found to significantly increase traffic congestion, then methods of mitigating that impact will be considered.

Bus stop infrastructure will be further investigated in the next stage of detailed design.

Issue 6: Bus Network Redesign

Submissions raised concerns that relate to the redesign of the bus network in Cork. These focused on concerns that changes to services will result in a reduced frequency of buses and change in route catchment areas. Some 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 served, submissions commented

that their access to a number of facilities would be impacted. Respondents also expressed concerns that the current provision of bus services within Blackpool is insufficient, and that it is characterised by infrequent and often over-subscribed services.

NTA Response to Issue 6:

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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. 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 corridor will generally increase coverage and frequency of bus routes.

Issue 7: Bus Stop Locations

Comments were received in relation to the location of bus stops in Blackpool. These raised concerns around accessibility and convenience for Blackpool residents, particularly those who rely on public transportation. Specific concerns were raised about:

- The relocation of the bus stops that are currently situated just south of the Maddens Buildings. Some submissions raised a concern that, as this area has a large elderly population, relocating these stops would reduce access to public transport for these residents, which could impact their health and quality of life.
- Residential areas and facilities without nearby bus stops, including Respond Housing Association at St Francis Gardens, Mill Park on Redforge Road, and along Old Mallow Road.
- The absence of bus stops outside the Groves Bar on Dublin Street.

NTA Response to Issue 7:

A review of bus stop locations has been carried out as part of the design development for STC C. This exercise was carried out to optimise the performance of the bus services on the STC by reducing the journey time of the bus service, increasing the walking catchment of the bus stops and ensuring that key trip attractors located along the route are sufficiently covered within the catchment of bus. 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. As a result of this review, we have updated the location of bus stops in the vicinity of the Thomas Davis Street / Commons Road and Watercourse Road / O'Connell Street junctions. Bus stops will be continuously reviewed throughout the development of the designs.

Note that Mill Park and Old Mallow Road are outside the scope of the corridor.

Issue 8: Business and Retail Impact

Many respondents raised concerns about the impact of STC C on local businesses. These concerns span various areas including Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street, and Gerald Griffin Street.

The central concern revolved around how the proposed restrictions on private vehicular transport through Blackpool as a result of bus gates, combined with the removal of on-street parking spaces, could potentially disrupt passing trade and hinder customer accessibility for businesses. The seriousness of the potential financial ramifications was raised by many submissions, raising concerns that STC C could ultimately lead to business closures and, consequently, local unemployment. These concerns were often grounded in the belief that the current investment landscape in the area is lacking, and that the proposed Scheme would exacerbate an already challenging situation for local businesses.

Individuals with reduced mobility raised the concern that the proposals may make entering business premises more difficult, potentially diminishing their likelihood of making purchases. This concern was particularly prevalent in submissions from residents residing outside the centre of Blackpool village, many of whom state their reliance on personal vehicles for commuting in and out of the area. Moreover, specific concerns were raised regarding the pharmacy and medical centres situated within Blackpool. Submissions raised the matter of regular transportation of essential medicines and vaccinations to the pharmacy and doctors surgery, and question whether the proposals might reduce the level of service provided to patients.

Submissions also expressed concern over the need for loading space near businesses, especially those positioned at the rear of the retail park on Redforge Road. Refer to Issue 13: Impact on Car Parking and Loading. Employees from the Heineken Brewery, with accesses onto the N20 and Cathedral Walk, also sought reassurance that the operational aspects of their business site will be carefully considered within the broader proposals.

NTA Response to Issue 8:

Following a review of the designs within Blackpool, bus gates are no longer proposed on STC C. The updated proposals focus on using traffic calming and signal priority techniques to encourage through-traffic to use major routes instead of travelling through Blackpool.

The removal of some on street parking will be required to provide the proposed improvements. However, we will avoid removing parking where possible to minimise the impact on local businesses. To fully understand the extent of the impact on businesses, a parking and loading survey will be undertaken in order to inform the preliminary designs.

The design of the corridor will ensure that businesses will still be able to fulfil their operational requirements. All accesses to businesses will be retained.

Issue 9: Changes to Traffic Movement

Many submissions expressed concerns about changes to traffic movements, particularly as a result the bus gates on Watercourse Road and Thomas Davis Street. These concerns revolve around increases in traffic on certain roads when bus gates are operating, Submissions identified local roads that they perceive as being at risk of becoming used as 'rat runs'. These include Maddens Buildings, Gerald Griffin Street, Great William O'Brien Street, Commons Road, Hawthorn Mews, Ballincollie Road, and Dublin Hill.

Where a specific bus gate was specified in submissions, the Thomas Davis Street bus gate was most frequently the subject of concern. Submissions stated that the bus gate would increase congestion between the N20 and Dublin Hill, which would worsen the performance of the junctions along this route.

Concerns have also been expressed about the impact of bus gates on traffic congestion at the N20 / Watercourse Road (Madden's Buildings) junction and the potential redirection of traffic along the N20. Submissions have raised doubts about the feasibility of this as an alternative route during bus gate operation times, with some anecdotally pointing out that this route is already subject to standoffs between drivers and has a disproportionately high rate of accidents.

Fewer concerns were raised around the Watercourse Road bus gate, with those concerns focusing its impact on North Presentation Primary School, located on Cathedral Walk, which is one-way.

NTA Response to Issue 9:

The aim of improving bus and cycle measures is to manage traffic growth through traffic calming measures and providing an advantage to public transport and sustainable modes, thus encouraging alternatives to car travel. Therefore, general traffic capacity will not increase along the corridor. All journeys throughout Bus Connects area will still be possible, some with slight alterations to distance travelled.

The impacts of STC C on the surrounding road network, outside of the main corridor, 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. The majority of the through traffic from the northeast of the city will be facilitated on the North Ring Road and the N20. Additional traffic flows on other roads are subject to detailed traffic modelling assessments.

Following a review of the designs within Blackpool, bus gates are no longer proposed on STC C. The updated proposals focus on using traffic calming and signal priority techniques to encourage through-traffic to use major routes instead of travelling through Blackpool. The specific additional measures that are now proposed have been informed by suggestions from resident groups.

Issue 10: Character and Heritage

Some submissions raised concerns regarding the impact of STC Con the character and heritage of Blackpool, which is listed as an Architectural Conservation Area in the Current Cork City Development Plan. The Architectural Conservation Area includes STC C along Watercourse Road and Thomas Davis Street from south of O'Connell Street to the N20 flyover. Concerns focused on the potential for STC C to compromise the historical and architectural significance of these areas. Specific buildings named include Arthur Villas and Foleys Row on Watercourse Road, in particular. Submissions requested that decision-makers recognise that this region carries not only architectural and historical importance but also carries substantial archaeological and social significance.

NTA Response to Issue 10:

The impact of the proposed Scheme 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 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 corridor. 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 planning application.

It should be noted that the design team made several site visits to observe the Blackpool setting, which has informed the development of the design. Moreover, STC C provides an opportunity to enhance existing character and heritage value through public realm improvements in Blackpool centre which will improve the aesthetic quality of the streetscape, wherever practicable.

Issue 11: Cycling Infrastructure

A small proportion of submissions raised concerns about the cycling infrastructure proposed for STC C.

Overall, there were concerns about the effectiveness and practicality of the proposed cycling infrastructure, particularly in terms of its potential impact on cycling engagement. Many respondents pointed out that they do not currently see many cyclists travelling through the area. As a result, some stated that the introduction of dedicated cycle lanes may not be necessary. Additionally, the challenging topography, narrow roads, and heavy traffic on the N20 have been highlighted as potential barriers to cycling adoption.

The connectivity of the cycling network was also questioned. Access to Knapps Square and Lower John Street was raised as an issue as cyclists have said that it is difficult to travel north from Camden Quay. Some submissions also raised concerns regarding the lack of cycling infrastructure on the N20 between Camden Quay and Leitrim Street, meaning the only safe place for cycling is Lower John Street and Knapp Square.

There were general concerns regarding the design of the cycle lanes in proposals, such as lack of clear separation from pedestrian infrastructure and the use of painted cycle lanes running alongside traffic without clear protection from vehicular traffic. Some respondents argued that cycle lanes are unlikely to be well-used unless protection were put in place. Respondents also had concerns about the cycle lane layout at various junctions, including the John Street / Cathedral Walk / Watercourse Road junction in particular. Some respondents claimed that Cathedral Walk will be too narrow for the two proposed cycle lanes along the route. Submissions raised concerns regarding the cycle lane at the O'Connell Street / Watercourse Road junction which is being separated northbound. Furthermore, it was noted that the proposals don't include a southbound cycle lane on Watercourse Road which reduces the quality of active travel provision here as the cycle network will lack connectivity.

There were multiple submissions expressing concern regarding the outbound cycle path on Watercourse Road as it gives the impression that traffic will be moved closer to residences, increasing pollution and therefore health risks. The implementation of cycle lanes on Thomas Davis Street and Watercourse Road would lead to the loss of on-street parking, which many residents objected to.

Other submissions questioned the impact of cyclists on traffic, noting that cyclists travelling along the cycle path may block buses, and limit movement of buses behind cyclists due to the shared roadway.

NTA Response to Issue 11:

The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing safe cycle provision across the city, it is anticipated that the number of cyclists will greatly increase over the current number.

Due to the narrow widths of streets in the Blackpool area, it is not possible to provide a wide, segregated cycle track along most sections, as providing this level of infrastructure would have severe impacts on traffic movements and parking. Bus Connects aims to provide the most appropriate level of service with the limitations that are present within the local area.

However, reassessment of the STC C design indicates that some changes to the cycle route would be beneficial. It is now proposed that a northbound cycle lane is not included on Thomas Davis Street. The cycle lane that was previously proposed here was of limited width, and it is now considered that a traffic calmed environment with cyclists riding in the carriageway would provide the most benefit by freeing up additional space to improve the footway or retain on-street parking. This is dependent on effective traffic calming measures being implemented to encourage through traffic to reroute away from Blackpool and onto major routes like the N20. Note that no southbound cycle lane was previously proposed and southbound cyclists would have been expected to use the carriageway anyway under the previous proposals where they would benefit from reduced traffic flows. It is now proposed to provide an alternative cycle link between Popham's Road and the southern end of Thomas Davis Street that uses Orchard Court and crosses the River Bride using the existing N20 culvert. This will provide an alternative option for cyclists who do not want to travel on the Thomas Davis Street carriageway and will improve connectivity between Blackpool Shopping Centre and Blackpool village for pedestrians and cyclists.

Providing safe junctions for all users including cyclists is a key element of the STC C design and cycle crossings at all junctions are under review. Complimentary cycle routes, including those suggested in submissions, will be considered as part of the development of the Cork Cycle Network Plan.

Issue 12: Health and Wellbeing

Submissions expressed concerns about the proposals' impact on residents' health and well-being. These identified bus gates as a primary factor, suggesting restricted access would make travel more difficult and time consuming, leading to frustration and contributing to declining mental health among residents. Furthermore, residents have expressed concern about the potential consequences of redirected traffic, namely that this will lead to congestion and increased pollution in neighbouring regions, negatively impacting the health and wellbeing of residents in those areas.

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. Bus Connects also proposes safe crossing points for pedestrians and cyclists, improving connectivity across the corridor, throughout the route. By encouraging active travel modes, it is anticipated 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. 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.

Following a review of the designs within Blackpool, bus gates are no longer proposed on STC C. The updated proposals focus on using traffic calming techniques to encourage through-traffic to use major routes instead of travelling through Blackpool.

Issue 13: Impact on Car Parking and Loading

Many submissions raised concerns around the removal of on-street parking and loading spaces along the corridor. Respondents expressed concern that their parking needs have not been accounted for in the proposals and explained the challenge of finding alternative parking options. Concerns focus in particular on the impact of reduced parking accessibility on vulnerable demographics such as the elderly, individuals with disabilities, and families with young children.

Many respondents expressed worries about the potential negative impacts on local businesses and the workforce in the Blackpool area, with some pointing out the reduction in space outside businesses for loading and unloading could significantly hinder the efficiency of delivery operations. This, in turn, might lead customers to reconsider their choices and potentially seek alternatives outside the affected area, impacting the local economy. Some submissions were concerned that lack of dedicated parking and loading could cause vehicles to block traffic when loading or setting down / picking up passengers.

The consequences of losing parking spaces outside residences have also been a significant point of concern. Residents of areas such as Arthur Villas and Foleys Row have highlighted that this could adversely affect their quality of life. For instance, the removal of parking on Thomas Davis Street could lead to a displacement of resident vehicles to other areas, causing potential congestion and parking challenges in those locations.

An important consideration raised in multiple submissions is the impact of new infill development in the area. These developments are expected to bring in new residents who will increase the demand for parking space.

Lastly, the removal of parking on O'Connell Street has been raised as a significant issue, particularly because this area already faces challenges with "commuter parking." The lack of alternative parking solutions might exacerbate these existing problems and negatively affect residents.

Some suggestions were received on where additional car parking could be provided to mitigate the loss of parking on the corridor. Some of these, for example, proposed that additional car parking spaces should be provided on Gerald Griffin Street and Great William O'Brien Street.

NTA Response to Issue 13:

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. A parking and loading survey will be undertaken as part of progressing the designs, which will identify any issues or opportunities for further off-line parking. A parking assessment will consider how parking and loading space can be managed to maximise their benefit. This could include, for example, implementing time restrictions on parking near businesses and keeping space free for loading during certain times of the day.

The removal of some on-street parking spaces will be required to provide the proposed improvements However, removing parking will be avoided where practicable to minimise the impact on residents, businesses and the community.

Issue 14: Impact on Community

Submissions suggested that the proposals have not considered the impact on the Blackpool community. Many respondents stated that the design of STC C does not reflect the intricacies of the local area and the needs of its residents. Residents expressed concern that the proposals would disrupt life in Blackpool and that the community would lose many of the benefits gained from the introduction of the N20 bypass many years hence. Concerns especially focused on the impact of the proposals on vulnerable populations, particularly the elderly and individuals with disabilities. Some individuals expressed concerns that the impacts of the bus gates could render their current living situation untenable, forcing them to leave their current residences and disrupting established communities and social connections.

A significant number of submissions also highlighted indirect impacts on the community, ranging from concerns about stunted economic progress and business closures to the potential erosion of community cohesion and resident dissatisfaction. Submissions also highlighted their concerns the limited vegetation and green space in the community and expressed concern that the situation would become worse as a result of the proposals.

NTA Response to Issue 14:

Following a review of the designs within Blackpool, bus gates are no longer proposed on STC C. The updated proposals focus on using traffic calming measures, and signal priority techniques to encourage through-traffic to use major routes instead of travelling through the Blackpool area.

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. STC C also proposes safe crossing points for pedestrians and cyclists, improving connectivity across the corridor, throughout the route. There will be community benefits linked to better active travel connections and a more reliable bus service.

Furthermore, STC C provides the opportunity to make public realm improvements. Opportunities to provide new or enhanced green and/or community spaces will be carefully considered to improve public amenity along the routes. These opportunities will be discussed with resident groups to ensure they meet the needs of the Blackpool community.

Issue 15: Impact on Emissions and Pollution

Submissions raised concerns related to the potential impact of STC C on emissions as a result of increased journey times for private vehicles. Residents indicated that they already have concerns about their long-term health due to exposure to noise and emissions and are concerned that these issues will be exacerbated. Many respondents stated the proposed bus gates in Blackpool would result in vehicles travelling much further and longer to access homes and businesses, increasing emissions from these journeys. Increases in congestion as a result of increased traffic was also raised as a potential cause of increases in emissions.

Submissions also raised concerns around air and noise pollution through residential areas as a result of increased congestion on the road network and traffic using local roads as rat-runs. Areas of concern included Dublin Hill, the Glen and Ballyvolane.

NTA Response to Issue 15:

BusConnects Cork aims to increase sustainable transport journeys via walking, cycling and bus use, which will reduce traffic volumes and associated noise and air pollution. However, the NTA recognises that travel by walking, cycling and public transport will not be immediately viable in all circumstances, and that some people will need to continue to access Blackpool by private vehicle for a range of reasons.

Following a review of designs within Blackpool, bus gates are no longer proposed on STC C. The updated proposals focus on using traffic calming measures and signal priority techniques to encourage through-traffic to use major routes instead of travelling through Blackpool. Local traffic management measures for the area are also proposed to ensure that through-traffic movements are diverted to more appropriate routes.

An Environmental Impact Assessment Report (EIAR) will be prepared for the corridor 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 planning application.

Issue 16: Impact on Trees

Submissions raised concerns relation to the removal of mature trees on the N20 to accommodate the bus corridor and cycle lanes. Submissions point out that these trees were initially planted as part of the 'Leitrim Street Road Improvement and Kiln River Drainage Scheme', and that removing them would undo some of the benefit gained from those improvements. Respondents objected to the loss of these trees for several reasons, pointing out that the trees enhance the visual impact of the N20 corridor and that trees provide habitats and resources for wildlife. The concerns stressed that the area already suffers from a lack of greenery.

Some submissions were concerned about the health of remaining trees and vegetation and the habitats they provide, particularly because of heightened air pollution levels from congestion caused by rerouting traffic as a result of the proposals. Some expressed concerns that tree planting and carbon renewal will be insufficient to offset the losses, and that tree planting may use immature trees that are not comparable to the lost mature trees.

NTA Response to Issue 16:

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

Since the second public consultation the design has been amended and developed. As a result of these developments, the impact on trees has been reduced. 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.

Issue 17: Impact on Watercourses

A small number of submissions raised concerns regarding the impact of the proposal on the River Bride, particularly regarding culverting. Residents were concerned that this would have negative impacts on biodiversity and the natural habitat of species living there. There were also concerns that BusConnects could have an impact on flooding.

NTA Response to Issue 17:

The design of Bus Connects seeks to avoid additional culverting where practicable. There may be a need to extend some existing culverts which will be fully considered and assessed as the design progresses.

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 corridor. These impacts will be considered by An Bord Pleanála in their assessment of the planning application.

Issue 18: Park & Ride

Some raised comments regarding the potential for a Park & Ride within Blackpool. One suggestion involved repurposing the abandoned land located above the bridge on Spring Lane to establish a Park & Ride to address the anticipated removal of parking spaces along the corridor. The absence of Park & Ride facilities in North Cork was mentioned in the context of the bus corridor plan, which raised concerns about the effectiveness of Bus Connects for those traveling from more distant areas.

In addition, there were two submissions advocating for the establishment of 4-6 Park & Ride facilities situated on the outskirts of Cork to incentivise individuals to use public transport when commuting. North Cork was highlighted as a potential location for one of these facilities.

NTA Response to Issue 18:

Park & Ride facilities are not within the scope of the BusConnects Sustainable Transport Corridor Scheme but are being considered separately by the NTA.

Issue 19: Pedestrian Infrastructure

Submissions expressed concerns about present and proposed pedestrian infrastructure. Many of these submissions focus on the fact that many of the footways on the corridor are already very narrow, particularly through Thomas Davis Street and Dublin Street. Respondents were concerned that the reallocation of road space as part of the proposals could leave inadequate room for pedestrians, bringing them closer to the carriageway and increasing the risk of being hit by passing vehicles or cyclists. Great William O'Brien Street, which lies outside the corridor, was also raised as a street where on-street parking limits the space available for pedestrians.

Many submissions also raised concerns over current difficulties in crossing major junctions. Locations such as those along the N20, Pophams Road, and Brothers Delaney Road were mentioned as being uncomfortable to cross due to the size of the junctions and the high volume of traffic travelling through them. In the case of the Redforge Road / Brothers Delaney Road junction, some submissions noted that the pedestrian activation buttons are broken. Other locations such as at the Dublin Hill (Blackpool Grotto) signal junction and Thomas Davis Street / Commons Road signal junction were also mentioned as locations where pedestrian crossings could be improved. These locations do not have pedestrian crossings on all arms of the junction.

NTA Response to Issue 19:

Where footpaths are currently of substandard width, it is intended that these will be increased to a standard width where practicable. Due to the narrow road corridors in Blackpool, however, this is not likely to be possible in every instance. The proposals have been reviewed and amended with respect to pedestrian and cycle infrastructure. It is now proposed that the northbound cycle lane is not included on Thomas Davis Street. This will maximise the likelihood that narrow footpaths can be increased in width.

Design proposals for junctions will seek to provide crossings that serve pedestrian desire lines and use signal timings that provide ample opportunity for people to cross. These elements will continue to be refined as the design progresses.

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 20: Public Information Campaign

Submissions raised concerns regarding the effectiveness of the public information campaign and the extent of public engagement in the decision-making process. A prevailing sentiment among respondents has been the desire for heightened involvement of the public and local businesses in shaping the proposals. In particular, respondents said that the bus gate on Thomas Davis Street was inadequately documented in the consultation materials, resulting in a lack of clarity regarding its intended function and its inclusion in the proposals. The ambiguity surrounding this element has made it difficult for the public to understand the full impact of STC C.

The impact of a grassroots Facebook campaign initiated by Delaney Park residents is apparent in the volume and nature of submissions received. This campaign has successfully raised awareness about the proposals within Blackpool. Some submissions raised the importance of establishing effective collaboration between BusConnects and the local residents of Blackpool and its neighbouring areas.

Submissions also addressed the Community Forums that were held. Many individuals expressed dissatisfaction about the chosen venue for the consultation sessions, suggesting it was inconvenient and inaccessible for many Blackpool residents. Furthermore, a lack of clear branding and signage at the forums added to the confusion, leading to a limited turnout and a lack of focus towards specific aspects that many respondents say were deserving of attention. As a result, there is a collective call for more appropriate settings to be selected for future Community Forums to ensure inclusivity and accessibility.

Other specific concerns that were raised included:

- Limited detail about the Spring Lane modal filter in the proposal documentation.
- Concern about anonymity of individuals or entities behind BusConnects, as documentation did not mention names.

Suggestions were made to engage with residents from a wider range of areas and various traders, particularly in the north-east ward which is believed by some respondents to be under-represented in terms of residential engagement. Many advocated a third public consultation stage.

NTA Response to Issue 20:

This second non-statutory public consultation (March 2023) 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.

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.

The NTA has undertaken further consultation with a resident group formed from members of the Facebook campaign to identify alternative proposals that would achieve the BusConnects objectives while providing better outcomes for Blackpool.

As the project progresses, a further round of non-statutory public consultation will be undertaken to present these revised designs to the public and other stakeholders. This is expected to 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 21: Safety Concerns

A substantial portion of the concerns were focused on the safety of cyclists using the proposed cycle lanes. Firstly, respondents were concerned with the lack of physical separation between the cycle lanes and vehicular traffic, as this increases the risk of cyclists coming into conflict with vehicles. Secondly, respondents raised their concerns around the potential for cycle lanes to be used by e-scooters, and how this would impact cyclists and pedestrians. This was a major point for individuals with disabilities or mobility impairments. Watercourse Road was identified as an area of concern, particularly the higher volume section between O'Connell Street and Madden's Buildings. Furthermore, concerns were raised about cyclist safety on Great William O'Brien Street, which is not included in the corridor but could be used by cyclists seeking to avoid Watercourse Road.

Concerns were also raised about the safety impacts of changes to traffic movements on local roads. The possibility of increased traffic volumes and speeds on residential roads was raised as a potential safety risk to pedestrians, particularly to children playing in properties near to the road.

Some concerns were also raised around the potential for vehicular crashes in the Dublin Hill area. The Dublin Hill signal junction was mentioned as a location with tight geometry that sometimes leads to large vehicles infringing on neighbouring lanes. The railway underbridge on Dublin Hill has a height restriction, but there have been issues in the past where high vehicles have struck the underside of the bridge or needed to reverse back up the road to avoid it, causing traffic blockages. Concerns were also raised regarding the skew at Dublin Hill railway bridge, as it leads to lane cutting and vehicles being on the wrong side of the road. Increasing the volume of traffic here makes an accident far more likely.

Other specific concerns were raised on certain elements of the design:

- The placement of the stop line for inbound traffic on Cathedral Walk, which respondents say will hinder visibility to traffic on Leitrim Street.
- The need for signal control at Blackpool Shopping Centre access on Redforge Road exits from the Shopping Centre across inbound traffic, which respondents say will interrupt vehicle flow.
- The design of the exit from Blackpool Shopping Centre onto Brothers Delaney Road does not facilitate right turn to access the main road, which respondents say will result in dangerous right turns.
- The Watercourse Road / O'Connell Street junction is busy and respondents say the design will not provide sufficient safety for cyclists.

NTA Response to Issue 21:

Safety is a key objective for the BusConnects Scheme. The proposals aim to make it easier and safer for people to use sustainable transport modes. By encouraging people to walk, cycle and use the bus, the number of private car users should reduce, making streets safer for the most vulnerable users.

In relation to the interactions with e-scooters, there are new Irish Government regulations to limit the power of e-scooters. Cycle tracks are reduced in width to slow down cyclists on approach to the bus stop, to protect pedestrians. The exact arrangements for the cycle tracks at the bus stops will be considered further in the preliminary design stage.

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.

On Thomas Davis Street, the narrow corridor width meant that only a single, narrow northbound cycle lane could be achieved in the proposals, with no cycle lane southbound. It is now considered that a traffic calmed environment with cyclists riding in the carriageway is more appropriate. This will ensure drivers are more aware of the presence of cyclists and help to keep the speed differential between cyclists and vehicles to a minimum. Furthermore, the updated proposals now include an off-road link between the Thomas Davis Street / Commons Road junction and the N20 / Popham's Road / Brothers Delaney Road junction, which will enable less confident cyclists to avoid narrow sections of Thomas Davis Street and Dublin Street altogether.

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. Furthermore, parking and loading surveys will also be undertaken and the designs considered for further changes during the next stage of the design process. 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. Traffic calming measures will be reviewed and introduced where necessary to ensure the proposed speed limits are enforced. The impact on public parking and loading has also been reviewed, with alternative options considered where feasible to minimise and/or mitigate any impact on local business owners, residents and community members. Parking surveys will be carried out during the preliminary design stage.

It is recognised that Great William O'Brien Street may be preferred over Watercourse Road by some cyclists. While it is not proposed to improve cycle facilities on Great William O'Brien Street as a part of this Scheme, this route is designated as a primary cycle route in the Cork City Council Cycle Network Plan, making it a priority for future improvement.

Issue 22: Support for the Proposals

A number of submissions voiced support for the proposed Scheme improving the connectivity of Blackpool to the City Centre. A prevailing sentiment among these is the belief that the implementation of this Scheme will enhance the quality of life for Blackpool residents, making it a more desirable place to live, and BusConnects' carbon emission reduction objectives.

Some submissions supported the concept of bus gates within STC C, largely owing to the anticipated benefits of more reliable bus services. In particular, the proposed bus gates were positively received by some for their potential to reduce traffic and create more people-friendly streets throughout Blackpool, enhancing the walking and cycling experience. Improvements to public transport infrastructure have been met with approval

as they contribute to a shift towards more sustainable transportation modes, ultimately aligning with the goal of increased public transport usage in Cork.

Several respondents expressed support for the proposals due to the anticipated safer accessibility it could offer through Blackpool for walking and cycling, and particularly for those with mobility difficulties. The potential for safer routes to schools, enabling children to walk or cycle safely, is another aspect of the proposals that resonated positively with respondents.

Specific elements of the proposals, such as the cycle path and bus corridor on Brother Delaney Road, were supported for their potential to enhance cycling and public transport accessibility. Similarly, the filtered permeability on Spring Lane and the outbound cycle lane on Thomas Davis Street were positively received by some on account of improving cycling safety.

NTA Response to Issue 22:

The NTA welcomes this positive feedback and support of specific changes made to the proposals 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 STC that maximises the benefit to all.

Issue 23: Technical Data/Surveys

Some respondents raised concerns around the transparency of traffic data collected and analysed in the development of the design. One submission queried the number of estimated vehicles expected between the hours of operation of bus gates.

NTA Response to Issue 23:

Traffic data collection and analysis to support the design is ongoing. A comprehensive traffic modelling exercise will be undertaken to understand the immediate and future traffic impacts of the proposals. An Environmental Impact Assessment Report (EIAR) that includes a Traffic Impact Assessment (TIA) will be prepared for the proposed Scheme and submitted as part of the planning application.

As the design progresses, a range of other surveys will be conducted (for example, detailed tree surveys) to inform the design.

Future detailed traffic modelling work will indicate how many vehicles are likely to use different roads and this information will be provided as part of the planning application submission and statutory consultation.

Issue 24: Traffic Calming Measures

Submissions raised concerns with traffic calming measures introduced by the proposals. Some of these raised concerns around the potential repercussions for local traffic flow. In particular, the proposed modal filter on Spring Lane was a point of concern for many, with respondents noting that the consultation materials did not specify the location or design of the feature. Some noted that Spring Lane is already narrow and therefore is unlikely to be heavily used by rerouting traffic.

Furthermore, some residents expressed a need for additional traffic calming measures on local roads to prevent substantial increases in traffic volumes and speeds as a result of the proposals.

One comment was concerned about planned traffic calming measures on Glenthorn Drive.

NTA Response to Issue 24:

Further assessment is needed before traffic calming measures can be designed for the local road network. A comprehensive traffic modelling exercise will be undertaken to understand the immediate and future traffic impacts of the proposals. The outputs from this exercise will identify locations that are likely to be used by rerouting traffic and allow mitigating measures to be provided where needed.

Discussions with Spring Lane residents will inform the placement of the proposed modal filter. The location of the modal filter will be contingent on the provision of adequate turning heads to enable local vehicular traffic to turn around. The aim of the modal filter is to prevent through traffic using Spring Road to access the N20.

As a result of further conversations with resident groups, STC C proposals have been updated to include traffic calming measures on Dublin Hill. This will help to reduce the volume of traffic travelling through Blackpool by diverting them onto major routes like the N2O and the North Ring Road. The inclusion of these traffic calming measures means that bus gates within Blackpool will not be required as a part of STC C, ensuring access for Blackpool residents and businesses while protecting bus travel times.

Resident groups have proposed a 30 km/h speed limit through Blackpool which is being considered in the design process. Additional supporting measures on the local road network, including traffic calming on Dublin Street, Thomas Davis Street and Watercourse Road, will be introduced at a later stage of design, following discussion with local groups.

Note that the planned traffic calming measures on Glenthorn Drive are not associated with the BusConnects scheme and are being independently considered by Cork City Council.

Issue 25: General

Many submissions raised general issues with STC C and the wider BusConnects programme, some of which are listed below.

Need for the STC:

Some submissions questioned the need for STC C.

- Scheme is not needed as there are not currently delays on Redforge Road outside from peak periods.
- Scheme will not provide streetscape upgrades in Blackpool due to its constrained nature.
- Scheme does not present good value.
- Scheme is unnecessary as Blackpool does not need change.

Suitability of STC C:

- Scheme is not suitable as Blackpool is too small for proposed changes and BusConnects interventions will be disruptive for the area, limiting future opportunities.
- Scheme is not suitable as reliance on vehicle travel is too high for STC C to be effective.
- Scheme is not suitable as it will make it inconvenient to drive in the city centre.
- Scheme is not suitable as buses will cause causing congestion due to narrow roads.
- Scheme is not suitable as there are already limited routes for vehicles to use when crossing the city from north to south of the river and vice versa.
- Scheme is not suitable as the impact on vehicular traffic is disproportionately negative.
- Scheme is not suitable as Blackpool is susceptible to both fluvial and coastal flooding.

- Scheme is not suitable as STC C is not sequenced with the pending OPW Flood Scheme.
- Scheme is not feasible.
- Scheme will adversely affect communities, the wellbeing of residents, vehicle users and businesses.
- Scheme will not improve public transport.
- Scheme is inherently unfair and discriminatory.

Other developments:

- Query regarding the proposed Kilbarry railway station and how this would connect Bus Connects.
- Concern about lack of consideration for the 3000 additional developments in Ballyvolane, 500 additional developments in Old Mallow Road, and new apartments in Blackpool.
- Proposal for an outer North Ring Orbital Road before city expansion to improve transport routes.

Other queries:

- Query as to if the crossing lights at the Dublin Hill junction are being retained or will be replaced by the proposed new signal-controlled lights at the Shopping Centre junction.
- Query as to why the N2O is not considered suitable for accommodating vehicles and cyclists. The junction of Popham's Road and Commons Road is short and regularly full.

NTA Response to Issue 25:

The BusConnects Cork Scheme aims to provide improved walking, cycling and bus connectivity between Blackpool and to Cork City Centre, providing improved access to additional services. These improvements will make walking, cycling and public transport a more attractive alternative to the private car, reducing car usage.

STC C has been included in BusConnects as the route between the city centre and Blackpool Shopping Centre is a core route in North Cork and due to the topography and constrained network is one of the few routes available to improve sustainable transport to Blackpool and the wider area. The exact route and Scheme has been determined as a result of a rigorous assessment that has considered its merits against those of other route options and determined it to best meet the objectives of the BusConnects Cork Scheme without significant negative impacts, including cost.

An Environmental Impact Assessment Report (EIAR) will be prepared for the proposed Scheme and submitted as part of the planning application. The EIAR includes Traffic Impact Assessment (TIA) and assessment of a wide range of environmental impacts including to air quality, noise and vibration, biodiversity, water, people, architecture and heritage. This report will demonstrate the impacts of the proposals, both positive and negative for consideration in the planning process.

A comprehensive traffic modelling exercise will be undertaken to understand the future traffic impacts of the proposals. This modelling will include any future traffic generated by approved new developments. While the Cork Metropolitan Area Transport Strategy (CMATS) includes the possibility of a future railway station and at Kilbarry and future new ring roads, these cannot be considered in the traffic modelling at this point in time.

The responses to queries are as follows:

- The signal junction at the bottom of Dublin Hill is proposed to be retained.
- An updated assessment has been undertaken to reassess possible route and infrastructure options taking into account consultation comments and other data that has been obtained since the initial proposals were made. While the N20 is a wider corridor, it is also a major road and it is preferable that vehicular traffic is focused on this road rather than local roads. Providing appropriate walking and cycling facilities on the N20 would likely require the removal of general traffic lanes which would have a significant negative impact on nearby communities due to rerouting. There is the potential for this to be revaluated in the future if Schemes in the Cork Metropolitan Area Transport Strategy (CMATS) are implemented leading to a reduction in traffic on the current N20 corridor.

Appendix A. Responses to Submissions on STC C

Reference	Submission Statement	NTA Response
NTA-C14-23	Currently I use 207 bus from Dublin Hill, where workers get off at Kilbarry Industrial estate to go to factories in there. I get on the 207 here to go to work in the city. This route is being removed without a replacement route. New houses are being built and also at planning stage in Ballyvolane and I don't see any bus route at all!! We only have 2 buses an hour or 207A one every hour. To lose these is detrimental. Dublin Hill is very steep and a good 20 to 25 minute walk, certainly awful in wet and winter weather. Please have a plan that is inclusive of Ballyvolane	Please see the NTA's response to Issue 6 in this report
NTA-C14-24	As someone that works and lives in Blackpool this is ludicrous. Car accessibility is critical to all businesses in Blackpool. If car access is damaged businesses will shut down. This also makes it extremely difficult for family to visit my home. Adding huge unnecessary time to their journeys.	Please see the NTA's response to Issue 9 in this report
NTA-C14-24	As someone that works and lives in Blackpool this is ludicrous. Car accessibility is critical to all businesses in Blackpool. If car access is damaged businesses will shut down. This also makes it extremely difficult for family to visit my home. Adding huge unnecessary time to their journeys.	Please see the NTA's response to Issue 1 in this report
NTA-C14-25	I am very concerned about customer access, delivery access to my premises being obstructed. I own a convenience shop. If customers cannot easily access the business due to the proposed bus gates and one way street, they will not shop here and the business will suffer. I am also extremely worried about on street parking being taken away. It is necessary for people to be able to drive in and out of a conveince shop quickly. Loss of on street car spaces will also damage my business.	Please see the NTA's response to Issue 9 in this report
NTA-C14-25	I am very concerned about customer access , delivery access to my premises being obstructed. I own a convenience shop. If customers cannot easily access the business due to the proposed bus gates and one way street, they will not shop here and the business will suffer. I am also extremely worried about on street parking being taken away. It is necessary for people to be able to drive in and out of a conveince shop quickly. Loss of on street car spaces will also damage my business.	Please see the NTA's response to Issue 13 in this report
NTA-C14-70	I commute by bike daily from Kilcully to the City Centre via Blackpool. I very rarely see other cyclists, I presume this is becuse the route feels dangerus due to the volume of traffic. I've read through the plans and maps for the Blackpool to City Centre proposals and I wish to state that I fully support them. I beleive the plans will make Blackpool a much more pleasant place to live and will enhance the quality life of residents and those who pass through.	Please see the NTA's response to Issue 11 in this report
NTA-C14-70	I commute by bike daily from Kilcully to the City Centre via Blackpool. I very rarely see other cyclists, I presume this is becuse the route feels dangerus due to the volume of traffic. I've read through the plans and maps for the Blackpool to City Centre proposals and I wish to state that I fully support them. I beleive the plans will make Blackpool a much more pleasant place to live and will enhance the quality life of residents and those who pass through.	Please see the NTA's response to Issue 22 in this report
NTA-C14-75	As a resident of [personal information redacted] and a mom of three small children, I hugely object to the proposed route for bus connect. I work extremely hard to provide for my children, and I NEED to use my car to get to work, getting two buses just isn't an option with schools and time constraints. If this proposed route goes ahead I will not have access to the routes I need to get to work. I am aware that public transport is a great asset. However it appears that at every turn I'm blocked as a car owner. Its extremely unfair to be penalised as a car driver. It will be detrimental to the trade of blackpool and the City also, as routes are being continually blocked. I already have my access blocked on Leitrim Street to the train station to which i need to use to travel to dublin on and off. It is wholey unfair to people living who are just trying to make ends meet in a cost of living crisis. Buses are not an option for everyone and while I support it as an option to others, it shouldn't block other options for people. Everyone has a right to be on the road	Please see the NTA's response to Issue 9 in this report

	whether they choose public transport, cycle or drive. It appears that at the moment car drivers are being pushed off the road. I genuinely need my car to get to my job, I contribute to society and I pay my taxes. It appears that people making these traffic decisions have no idea of the effect they will have on people.	
NTA-C14-75	As a resident of [personal information redacted] and a mom of three small children, I hugely object to the proposed route for bus connect. I work extremely hard to provide for my children, and I NEED to use my car to get to work, getting two buses just isn't an option with schools and time constraints. If this proposed route goes ahead I will not have access to the routes I need to get to work. I am aware that public transport is a great asset. However it appears that at every turn I'm blocked as a car owner . Its extremely unfair to be penalised as a car driver. It will be detrimental to the trade of blackpool and the City also, as routes are being continually blocked. I already have my access blocked on Leitrim Street to the train station to which i need to use to travel to dublin on and off. It is wholey unfair to people living who are just trying to make ends meet in a cost of living crisis. Buses are not an option for everyone and while I support it as an option to others, it shouldn't block other options for people. Everyone has a right to be on the road whether they choose public transport, cycle or drive. It appears that at the moment car drivers are being pushed off the road. I genuinely need my car to get to my job , I contribute to society and I pay my taxes. It appears that people making these traffic decisions have no idea of the effect they will have on people.	Please see the NTA's response to Issue 8 in this report
NTA-C14-77	I live in Blackpool and the new proposed routes will add extra time on my work journey and less parking and availability. More awkward for family members to visit etc.	Please see the NTA's response to Issue 1 in this report
NTA-C14-77	I live in Blackpool and the new proposed routes will add extra time on my work journey and less parking and availability. More awkward for family members to visit etc.	Please see the NTA's response to Issue 13 in this report
NTA-C14-78	I opt against the bus connect routes in Blackpool because it will add a longer time onto my journey going to work and disrupt access to family members and friends in the area.	Please see the NTA's response to Issue 1 in this report
NTA-C14-78	I opt against the bus connect routes in Blackpool because it will add a longer time onto my journey going to work and disrupt access to family members and friends in the area.	Please see the NTA's response to Issue 14 in this report
NTA-C14-79	I live in Blackpool and if this goes ahead it will impact my day to day life going to and from work. My family coming and going to visit us.	Please see the NTA's response to Issue 1 in this report
NTA-C14-81	No to bus gates in Blackpool village and please leave residents park on the street	Please see the NTA's response to Issue 9 in this report
NTA-C14-81	No to bus gates in Blackpool village and please leave residents park on the street	Please see the NTA's response to Issue 13 in this report
NTA-C14-82	No to bus gates in Blackpool and please leave or residents and on street parking alone.	Please see the NTA's response to Issue 9 in this report
NTA-C14-82	No to bus gates in Blackpool and please leave or residents and on street parking alone.	Please see the NTA's response to Issue 13 in this report
NTA-C14-83	No to bus gates in Blackpool and please leave or residents and on street parking alone.	Please see the NTA's response to Issue 9 in this report
NTA-C14-83	No to bus gates in Blackpool and please leave or residents and on street parking alone.	Please see the NTA's response to Issue 13 in this report
NTA-C14-84	No to bus gates in Blackpool and please leave or residents and on street parking alone.	Please see the NTA's response to Issue 9 in this report
NTA-C14-84	No to bus gates in Blackpool and please leave or residents and on street parking alone.	Please see the NTA's response to Issue 13 in this report
NTA-C14-85	No to bus gates in Blackpool and please leave or residents and on street parking alone.	Please see the NTA's response to Issue 9 in this report
NTA-C14-85	No to bus gates in Blackpool and please leave or residents and on street parking alone.	Please see the NTA's response to Issue 13 in this report

NTA-C14-86	Against this submission	Please see the NTA's response to Issue 25 in this report
NTA-C14-87	No to bus gates in Blackpool village and please leave residents parking and on street parking alone.	Please see the NTA's response to Issue 9 in this report
NTA-C14-88	No to bus gates in Blackpool and please leave our residence and street parking alone	Please see the NTA's response to Issue 13 in this report
NTA-C14-89	I object to the use of bus gates in Blackpool village & I feel that the on street parking should remain at all costs. Failure to remove on street parking will be detrimental to the small local businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-89	I object to the use of bus gates in Blackpool village & I feel that the on street parking should remain at all costs. Failure to remove on street parking will be detrimental to the small local businesses.	Please see the NTA's response to Issue 13 in this report
NTA-C14-90	No to bus gate. Please leave our on street parking and access through Blackpool alone	Please see the NTA's response to Issue 9 in this report
NTA-C14-90	No to bus gate. Please leave our on street parking and access through Blackpool alone	Please see the NTA's response to Issue 13 in this report
NTA-C14-91	A Chara, I am a supply teacher working in the immediate Blackpool area, as part of my work I travel between various schools in the area, the proposed bus gates on Thomas Davis street/ Watercourse road would make it extremely difficult to do my work. I need a car as I need to be able to travel between the schools in the area quickly as do numerous collegues, I think that the introduction of these one way systems will have hugely negative implications for school staff in the area. No to bus gates and no to one way systems in Blackpool, Kind Regards, Dylan Buckley	Please see the NTA's response to Issue 9 in this report
NTA-C14-91	A Chara, I am a supply teacher working in the immediate Blackpool area, as part of my work I travel between various schools in the area, the proposed bus gates on Thomas Davis street/ Watercourse road would make it extremely difficult to do my work. I need a car as I need to be able to travel between the schools in the area quickly as do numerous collegues, I think that the introduction of these one way systems will have hugely negative implications for school staff in the area. No to bus gates and no to one way systems in Blackpool, Kind Regards, Dylan Buckley	Please see the NTA's response to Issue 8 in this report
NTA-C14-95	No to bus gates in Blackpool and please leave or residents and on street parking alone.	Please see the NTA's response to Issue 9 in this report
NTA-C14-95	No to bus gates in Blackpool and please leave or residents and on street parking alone.	Please see the NTA's response to Issue 13 in this report
NTA-C14-96	No to bus gate. leave Blackpool a 2 way road. Keep our parking. I am against this motion	Please see the NTA's response to Issue 9 in this report
NTA-C14-96	No to bus gate. leave Blackpool a 2 way road. Keep our parking. I am against this motion	Please see the NTA's response to Issue 13 in this report
NTA-C14-98	I object to the new proposed bus connect plan in Blackpool. It will drive all traders and any sort of life we have left out of Blackpool! Keep it a 2 way system and leave our on street parking for residents. It will leave a massive congestion of traffic on smaller roads such as the commons road, which is already too narrow as is! Adding a 1 way system is absolutely ridiculous when considering resident's who need to travel to work, or families who need to	Please see the NTA's response to Issue 9 in this report

	drive their kids to school etc, adding 30mins onto journeys. The bus connect will drive local businesses out, leaving Blackpool like a ghost town and a magnet for anti social behaviour.	
NTA-C14-98	I object to the new proposed bus connect plan in Blackpool. It will drive all traders and any sort of life we have left out of Blackpool! Keep it a 2 way system and leave our on street parking for residents. It will leave a massive congestion of traffic on smaller roads such as the commons road, which is already too narrow as is! Adding a 1 way system is absolutely ridiculous when considering resident's who need to travel to work, or families who need to drive their kids to school etc, adding 30mins onto journeys. The bus connect will drive local businesses out, leaving Blackpool like a ghost town and a magnet for anti social behaviour.	Please see the NTA's response to Issue 13 i this report
NTA-C14-98	I object to the new proposed bus connect plan in Blackpool. It will drive all traders and any sort of life we have left out of Blackpool! Keep it a 2 way system and leave our on street parking for residents. It will leave a massive congestion of traffic on smaller roads such as the commons road, which is already too narrow as is! Adding a 1 way system is absolutely ridiculous when considering resident's who need to travel to work, or families who need to drive their kids to school etc, adding 30mins onto journeys. The bus connect will drive local businesses out, leaving Blackpool like a ghost town and a magnet for anti social behaviour.	Please see the NTA's response to Issue 4 in this report
NTA-C14-99	I have a business on Dennehys Seafood . Location 96 Great William O Brien Street Blackpool Cork. Loading and unloading outside my premises is very important as my fish boxes are very heavy . A lot of my customers are elderly and require parking spaces and cars for transport	Please see the NTA's response to Issue 13 i this report
NTA-C14-99	I have a business on Dennehys Seafood . Location 96 Great William O Brien Street Blackpool Cork. Loading and unloading outside my premises is very important as my fish boxes are very heavy . A lot of my customers are elderly and require parking spaces and cars for transport	Please see the NTA's response to Issue 13 this report
NTA-C14-100	I say NO to the new proposed bus connect in Blackpool. I am a resident in Blackpool for 71years and I have watched it get more and more idol. Adding a bus connect and removing a 2 way system will be an absolute disaster. Local businesses will close as there will be no through traffic, and yet again Blackpool will get left behind! Please do not go ahead with this!!!	Please see the NTA's response to Issue 9 i this report
NTA-C14-101	A one way system (can only go right) would be disastrous for Dublin Hill. There is alot of businesses and residents that use Dublin Hill and a one way system would cause a huge back up on the hill. Spring Lane only operates on a on way system too and it wouldn't lead out to Blackpool, only to the North Ring Road side.	Please see the NTA's response to Issue 9 i this report
NTA-C14-104	I say no to Bus Gates for Thomas Davis Street No to one way system for Thomas Davis St No to reducing car park spaces and delivery bays No to cycle Iane on Thomas Davis Street	Please see the NTA's response to Issue 9 i this report
NTA-C14-104	I say no to Bus Gates for Thomas Davis Street No to one way system for Thomas Davis St No to reducing car park spaces and delivery bays No to cycle Iane on Thomas Davis Street	Please see the NTA's response to Issue 13 this report
NTA-C14-104	I say no to Bus Gates for Thomas Davis Street No to one way system for Thomas Davis St No to reducing car park spaces and delivery bays No to cycle Iane on Thomas Davis Street	Please see the NTA's response to Issue 11 this report

NTA-C14-105	No to bus gates , no to one way system for Thomas Davis street.no to reducing car park and delivery bays and no to cycle lane for Thomas Davis street.	Please see the NTA's response to Issue 9 in this report
NTA-C14-105	No to bus gates , no to one way system for Thomas Davis street.no to reducing car park and delivery bays and no to cycle lane for Thomas Davis street.	Please see the NTA's response to Issue 13 in this report
NTA-C14-105	No to bus gates , no to one way system for Thomas Davis street.no to reducing car park and delivery bays and no to cycle lane for Thomas Davis street.	Please see the NTA's response to Issue 11 in this report
NTA-C14-106	I say no to Bus gates for Thomas Davis Street. No one way system for Thomas Davis Street. No to reducing car park spaces and delivery bays. No to cycle lane on Thomas Davis Street	Please see the NTA's response to Issue 9 in this report
NTA-C14-106	I say no to Bus gates for Thomas Davis Street. No one way system for Thomas Davis Street. No to reducing car park spaces and delivery bays. No to cycle lane on Thomas Davis Street	Please see the NTA's response to Issue 13 in this report
NTA-C14-106	I say no to Bus gates for Thomas Davis Street. No one way system for Thomas Davis Street. No to reducing car park spaces and delivery bays. No to cycle lane on Thomas Davis Street	Please see the NTA's response to Issue 11 in this report
NTA-C14-107	I SAY NO TO BUS GATES NO TO ONE WAY SYSTEM FOR THOMAS DAVIS ST NO TO REDUCING CAR SPACES AND DELIVERY BAYS NO TO CYCLE LANE ON THOMAS DAVIS STREET Sent from my iPhone	Please see the NTA's response to Issue 9 in this report
NTA-C14-107	I SAY NO TO BUS GATES NO TO ONE WAY SYSTEM FOR THOMAS DAVIS ST NO TO REDUCING CAR SPACES AND DELIVERY BAYS NO TO CYCLE LANE ON THOMAS DAVIS STREET Sent from my iPhone	Please see the NTA's response to Issue 13 in this report
NTA-C14-107	I SAY NO TO BUS GATES NO TO ONE WAY SYSTEM FOR THOMAS DAVIS ST NO TO REDUCING CAR SPACES AND DELIVERY BAYS NO TO CYCLE LANE ON THOMAS DAVIS STREET	Please see the NTA's response to Issue 11 in this report

	Sent from my iPhone	
NTA-C14-108	No bus connect in Blackpool please leave residents and on street parking alone	Please see the NTA's response to Issue 13 ir this report
NTA-C14-109	No bus connect in Blackpool and please leave our residents and street parking alone	Please see the NTA's response to Issue 13 ir this report
NTA-C14-110	I say no to Bus Gates for Thomas Davis Street No to one way system for Thomas Davies Street No to reducing car park spaces and delivery bays No to cycle Iane on Thomas Davies Street	Please see the NTA's response to Issue 9 in this report
NTA-C14-110	I say no to Bus Gates for Thomas Davis Street No to one way system for Thomas Davies Street No to reducing car park spaces and delivery bays No to cycle lane on Thomas Davies Street	Please see the NTA's response to Issue 13 in this report
NTA-C14-110	I say no to Bus Gates for Thomas Davis Street No to one way system for Thomas Davies Street No to reducing car park spaces and delivery bays No to cycle lane on Thomas Davies Street	Please see the NTA's response to Issue 11 i this report
NTA-C14-111	I SAY NO TO BUS GATES NO TO ONE WAY SYSTEM FOR THOMAS DAVIS ST NO TO REDUCING CAR SPACES AND DELIVERY BAYS NO TO CYCLE LANE ON THOMAS DAVIS STREET	Please see the NTA's response to Issue 9 ir this report
NTA-C14-111	I SAY NO TO BUS GATES NO TO ONE WAY SYSTEM FOR THOMAS DAVIS ST NO TO REDUCING CAR SPACES AND DELIVERY BAYS NO TO CYCLE LANE ON THOMAS DAVIS STREET	Please see the NTA's response to Issue 13 in this report
NTA-C14-111	I SAY NO TO BUS GATES NO TO ONE WAY SYSTEM FOR THOMAS DAVIS ST NO TO REDUCING CAR SPACES AND DELIVERY BAYS NO TO CYCLE LANE ON THOMAS DAVIS STREET	Please see the NTA's response to Issue 11 in this report
NTA-C14-112	I SAY NO TO BUS GATES NO TO ONE WAY SYSTEM FOR THOMAS DAVIS ST NO TO REDUCING CAR SPACES AND DELIVERY BAYS NO TO CYCLE LANE ON THOMAS DAVIS STREET	Please see the NTA's response to Issue 9 in this report
NTA-C14-112	I SAY NO TO BUS GATES NO TO ONE WAY SYSTEM FOR THOMAS DAVIS ST NO TO REDUCING CAR SPACES AND DELIVERY BAYS NO TO CYCLE LANE ON THOMAS DAVIS STREET	Please see the NTA's response to Issue 13 in this report
NTA-C14-112	I SAY NO TO BUS GATES NO TO ONE WAY SYSTEM FOR THOMAS DAVIS ST NO TO REDUCING CAR SPACES AND DELIVERY BAYS NO TO CYCLE LANE ON THOMAS DAVIS STREET	Please see the NTA's response to Issue 11 in this report

NTA-C14-113	As resident I find the proposal in current form unacceptable for the following reasons the loss of resident parking to my home the narrowing of the footpath to the front of my home the increased health risks of brining traffic within a meter of my home and all the associated services that currently lie under the existing footpath again nearer to my home so I say no to the bus gates in Blackpool no to a one way system and no to to the loss of parking spaces and trees	Please see the NTA's response to Issue 13 in this report
NTA-C14-113	As resident I find the proposal in current form unacceptable for the following reasons the loss of resident parking to my home the narrowing of the footpath to the front of my home the increased health risks of brining traffic within a meter of my home and all the associated services that currently lie under the existing footpath again nearer to my home so I say no to the bus gates in Blackpool no to a one way system and no to to the loss of parking spaces and trees	Please see the NTA's response to Issue 19 in this report
NTA-C14-113	As resident I find the proposal in current form unacceptable for the following reasons the loss of resident parking to my home the narrowing of the footpath to the front of my home the increased health risks of brining traffic within a meter of my home and all the associated services that currently lie under the existing footpath again nearer to my home so I say no to the bus gates in Blackpool no to a one way system and no to to the loss of parking spaces and trees	Please see the NTA's response to Issue 9 in this report
NTA-C14-113	As resident I find the proposal in current form unacceptable for the following reasons the loss of resident parking to my home the narrowing of the footpath to the front of my home the increased health risks of brining traffic within a meter of my home and all the associated services that currently lie under the existing footpath again nearer to my home so I say no to the bus gates in Blackpool no to a one way system and no to to the loss of parking spaces and trees	Please see the NTA's response to Issue 13 in this report
NTA-C14-113	As resident I find the proposal in current form unacceptable for the following reasons the loss of resident parking to my home the narrowing of the footpath to the front of my home the increased health risks of brining traffic within a meter of my home and all the associated services that currently lie under the existing footpath again nearer to my home so I say no to the bus gates in Blackpool no to a one way system and no to to the loss of parking spaces and trees	Please see the NTA's response to Issue 16 ir this report
NTA-C14-117	No to bus gates No to 1way system No to reduce car space No to cycle lane	Please see the NTA's response to Issue 9 in this report
NTA-C14-117	No to bus gates No to 1way system No to reduce car space No to cycle lane	Please see the NTA's response to Issue 13 in this report
NTA-C14-117	No to bus gates No to 1way system No to reduce car space No to cycle lane	Please see the NTA's response to Issue 11 ir this report
NTA-C14-118	I suggest that the NTA look at devising a one way system, except buses, for Blackpool. Currently both the 203 & 215 run through Blackpool using Watercourse Rd, Thomas Davis St. I suggest that the 215 continue to use this corridor for its service. I suggest that the 203 that be brought up to the Cathedral then turned right down Gerald Griffin St, straight on to Great William O'Brien St to the back of the Church of the Annunciation and turned left up the Commons Rd to the bottom of Farranree & then turned left up the hill to service that area. On return journey to city centre to use the same route To facilitate this I suggest that all other vehicles accessing Blackpool be confined to a one way system going north through Gerald Griffin St, Great William O'Brien St, Commons Rd. To get to the village from the North a one way system (except for buses) be going south through Dublin St, Thomas Davis St then on to the Watercourse Rd. I believe that such a one way system would enable parity of esteem to all road users as it will enable parking, cycle lane, and sufficient footpaths for safe predestins to walk.	Please see the NTA's response to Issue 3 in this report
NTA-C14-118	I suggest that the NTA look at devising a one way system, except buses, for Blackpool. Currently both the 203 & 215 run through Blackpool using Watercourse Rd, Thomas Davis St. I suggest that the 215 continue to use this corridor for its	Please see the NTA's response to Issue 6 in this report

	service. I suggest that the 203 that be brought up to the Cathedral then turned right down Gerald Griffin St, straight on to Great William O'Brien St to the back of the Church of the Annunciation and turned left up the Commons Rd to the bottom of Farranree & then turned left up the hill to service that area.	
	To facilitate this I suggest that all other vehicles accessing Blackpool be confined to a one way system going north through Gerald Griffin St, Great William	
	O'Brien St, Commons Rd. To get to the village from the North a one way system (except for buses) be going south through Dublin St, Thomas Davis St then on to the Watercourse Rd.	
	I believe that such a one way system would enable parity of esteem to all road users as it will enable parking, cycle lane, and sufficient footpaths for safe predestins to walk.	
NTA-C14-119	No to bus gates in Thomas Davis Street, no to one way system for Thomas Davis Street, no to reducing car park spaces and delivery bays, no to cycle lane on Thomas Davis Street! The obvious solution to the impractical initial plans for route is to leave Thomas Davis Street as it is and reroute bus lanes and cycle lane to Great William O Brien street !!! Thereby saving Blackpool village not killing it it as a place to live and work!	Please see the NTA's response to Issue 9 in this report
NTA-C14-119	No to bus gates in Thomas Davis Street, no to one way system for Thomas Davis Street, no to reducing car park spaces and delivery bays, no to cycle lane on Thomas Davis Street! The obvious solution to the impractical initial plans for route is to leave Thomas Davis Street as it is and reroute bus lanes and cycle lane to Great William O Brien street !!! Thereby saving Blackpool village not killing it it as a place to live and work!	Please see the NTA's response to Issue 13 in this report
NTA-C14-119	No to bus gates in Thomas Davis Street, no to one way system for Thomas Davis Street, no to reducing car park spaces and delivery bays, no to cycle lane on Thomas Davis Street! The obvious solution to the impractical initial plans for route is to leave Thomas Davis Street as it is and reroute bus lanes and cycle lane to Great William O Brien street !!! Thereby saving Blackpool village not killing it it as a place to live and work!	Please see the NTA's response to Issue 11 in this report
NTA-C14-119	No to bus gates in Thomas Davis Street, no to one way system for Thomas Davis Street, no to reducing car park spaces and delivery bays, no to cycle lane on Thomas Davis Street! The obvious solution to the impractical initial plans for route is to leave Thomas Davis Street as it is and reroute bus lanes and cycle lane to Great William O Brien street !!! Thereby saving Blackpool village not killing it it as a place to live and work!	Please see the NTA's response to Issue 3 in this report
NTA-C14-120	I would urge you to reconsider this plan. I am a resident in Delaney Park Dublin Hill. At the moment it is so difficult to exit our park especially in the mornings trying to go to work. There are currently a number of housing developments underway in the area which will increase the amount of traffic making this an even bigger issue and with plans for a rail stop in the next few years Dublin Hill will be completely congested. The small local businesses of Blackpool are currently struggling and have done so for a number of years, this change will take away any passing trade they may have, in the current climate we should be doing all we can to support our small local businesses not making things more difficult for them.	Please see the NTA's response to Issue 1 in this report
NTA-C14-120	I would urge you to reconsider this plan. I am a resident in Delaney Park Dublin Hill. At the moment it is so difficult to exit our park especially in the mornings trying to go to work. There are currently a number of housing developments underway in the area which will increase the amount of traffic making this an even bigger issue and with plans for a rail stop in the next few years Dublin Hill will be completely congested. The small local businesses of Blackpool are currently struggling and have done so for a number of years, this change will take away any passing trade they may have, in the current climate we should be doing all we can to support our small local businesses not making things more difficult for them.	Please see the NTA's response to Issue 8 in this report
NTA-C14-124	I do not agree with this as it will take 45 minutes to get to my work every morning for cope foundation, it's will impact hugely on my clients day to day interactions and outings in the city form blackpool to Mayfield.	Please see the NTA's response to Issue 9 in this report
NTA-C14-125	Please can you re look at the proposal of the route. Closure of this street will have huge impact for the residents of the surrounding areas as well as businesses that have been in Blackpool for 30 plus years. I understand that their needs to be improvements however closing the road to traffic will kill every business in the area.	Please see the NTA's response to Issue 8 in this report
NTA-C14-126	I say no to bus gates. No to one way sytem for Thomas Davis Street. No to reducing car spaces and delivery bays. No to cycle lane on Thomas Davis Street.	Please see the NTA's response to Issue 9 in this report
NTA-C14-126	I say no to bus gates. No to one way sytem for Thomas Davis Street. No to reducing car spaces and delivery bays. No to cycle lane on Thomas Davis Street.	Please see the NTA's response to Issue 13 in this report

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NTA-C14-126	I say no to bus gates. No to one way sytem for Thomas Davis Street. No to reducing car spaces and delivery bays. No to cycle lane on Thomas Davis Street.	Please see the NTA's response to Issue 11 in this report
NTA-C14-127	I SAY NO TO BUS GATES NO TO ONE WAY SYSTEM FOR THOMAS DAVIS ST NO TO REDUCING CAR SPACES AND DELIVERY BAYS NO TO CYCLE LANE ON THOMAS DAVIS STREET	Please see the NTA's response to Issue 9 in this report
NTA-C14-127	I SAY NO TO BUS GATES NO TO ONE WAY SYSTEM FOR THOMAS DAVIS ST NO TO REDUCING CAR SPACES AND DELIVERY BAYS NO TO CYCLE LANE ON THOMAS DAVIS STREET	Please see the NTA's response to Issue 13 in this report
NTA-C14-127	I SAY NO TO BUS GATES NO TO ONE WAY SYSTEM FOR THOMAS DAVIS ST NO TO REDUCING CAR SPACES AND DELIVERY BAYS NO TO CYCLE LANE ON THOMAS DAVIS STREET	Please see the NTA's response to Issue 11 in this report
NTA-C14-138	No Bus gates required. No one way Streets required. No carpark spaces to be taken away. No problem with traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-138	No Bus gates required. No one way Streets required. No carpark spaces to be taken away. No problem with traffic.	Please see the NTA's response to Issue 13 in this report
NTA-C14-143	 Dear Sir/Madam, I would like to make the following points in my submission as to the preferred route for Blackpool to the city section of the sustainable transport corridor as in my view it contains many elements that will make living and working on this section unsustainable for both residents and the existing business alike. [A] The notion that bus gates will work in sustaining let alone improving the urban, residential, and business elements that presently exist here is merely aspiration, but what they will achieve in becoming is a very lucrative source of revenue for their license holders to the detriment of current and future businesses and residents here [B] The removal of the existing and much used bus stop servicing maddens buildings a dedicated elderly housing area in fact the first of its kind built by cork city council in 1886 and still much sought after as housing units beggars belief we are led to believe that this project is to improve the quality of life and transport in the area is this to be achieved by reducing elderly accessibility to the public transport network . [c] The removal of the on street resident parking and service bay at Arthur villas /Foleys Row on watercourse road will make day to day living for these residents unsustainable in terms of deliveries repair calls outs and the various aspects and minutia of day to day urban living yet i see no alternative offered to the residents of this area which has recently been listed by cork city council as an architectural Conservation area the aims of which are to preserve the special and distinctive character of our area not to denude it of a living edge by rendering it an unattractive living environment. [D] The proposed reduction of the footpath fronting our homes to 1,5m is a very worrying aspect as this and the proposed outbound cycle path to the left hand side of watercourse road moves traffic flow to within a meter and a half from our front doors with the associated pollution /health risks	Please see the NTA's response to Issue 9 in this report

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infrastructure and our way and quality of life.Has the option of continuing the cycle way on the N 20 to the fly over been fully explored as it offers much more scope while having a minimal impact on our current built heritage and quality of life. I would urge you to study and consider this most carefully before making your final decision as what you decide in the here and now will be judged by future generations as far reaching or shortsighted in its implementation.

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NTA-C14-146	As a third generation business trading in Blackpool for over 60 years I can not see how our business can survive if proposed bike lanes or bus gates come into Thomas Davis street, it is essential for our business for our customers to have access to our building by car for loading and unloading of goods, people are not going to bring there large bag of shirt suits duvets or even wedding dresses to our shop by bus or bike,our deliveries for stock also come from Dublin primarily so delivery times vary in time so timed access would still not work.	Please see the NTA's response to Issue 9 in this report
NTA-C14-147	It will ruin the businesses in Blackpool we need to be able to drive to get anywhere through blackpool	Please see the NTA's response to Issue 8 in this report
NTA-C14-148	I am against the Blackpool bus routes as I am a resident in Blackpool and have been for the last 32years, it is not needed in Blackpool. Ye will drive businesses out and turn Blackpool into a ghost town. Leave it alone. We do not want 1 way streets and we do not want our on street parking removed.	Please see the NTA's response to Issue 8 in this report
NTA-C14-148	I am against the Blackpool bus routes as I am a resident in Blackpool and have been for the last 32years, it is not needed in Blackpool. Ye will drive businesses out and turn Blackpool into a ghost town. Leave it alone. We do not want 1 way streets and we do not want our on street parking removed.	Please see the NTA's response to Issue 9 in this report
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NTA-C14-149	I object to the new proposed bus connect plan in Blackpool. It will drive all traders and any sort of life we have left out of Blackpool! Keep it a 2 way system and leave our on street parking for residents. It will leave a massive congestion of traffic on smaller roads such as the commons road, which is already too narrow as is! Adding a 1 way system is absolutely ridiculous when considering resident's who need to travel to work, or families who need to drive their kids to school etc, adding 30mins onto journeys. The bus connect will drive local businesses out. This will also block access to the late night pharmacy which as a parent to a new baby is very worrying.	Please see the NTA's response to Issue 8 in this report
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NTA-C14-151	The blackpool bus corridor would be a massive inconvenience to my family and I, along with lots of other people. I have family members in blackpool which I drive down to visit, my 96 year old grandmother. How can I call to, or collect my grandmother if I can't drive down through blackpool. The	Please see the NTA's response to Issue 1 in this report

	business in blackpool village already struggles with business over the shopping center. This will kill every business in the original village. A shame this is even being considered	
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NTA-C14-152	I am a resident of Blackpool and the new planned bus gates will affect me massively getting to and from work! Do not make blackpool a 1 way system is will be a huge negative effect on the area as a whole. On street parking will be taken away. NO from me!	Please see the NTA's response to Issue 1 in this report
NTA-C14-152	I am a resident of Blackpool and the new planned bus gates will affect me massively getting to and from work! Do not make blackpool a 1 way system is will be a huge negative effect on the area as a whole. On street parking will be taken away. NO from me!	Please see the NTA's response to Issue 9 i this report
NTA-C14-153	No to the proposed Blackpool to city bus gate	Please see the NTA's response to Issue 9 this report
NTA-C14-154	 I think everyday life in Blackpool village and surrounding areas is going to be greatly affected in a negative way by these plans. People need to have access to the GP surgery near Spring Lane, and the Launderette. Are ill people expected to walk to the Surgery or carry 3 or 4 bags of washing to the Launderette. Businesses are going to be financially affected. Spring Lane is a very handy quick route to the North Ring Road and for people coming from Blackpool village up to Mayfield/North Ring Road. 2.2.1 POPHAM'S ROAD TO REDFORGE ROAD VIA BROTHERS DELANEY ROAD Traffic coming out of Blackpool Shopping Centre and the Retail Park can be extremely heavy especially as workers in the 2 centres park in the multistorey car park. I worked for 20 years in this area and can tell you I've been stuck in a queue many times trying to exit the Retail Park, from both exits, because there is a queue of cars coming from the western side of Redforge Road and exiting traffic. Cannot turn right. Having 1 lane of traffic either way on Brothers Delaney road is going to result in massive queues from the Shopping Centre, Retail Park and general traffic. Traffic is going to result in massive queues from the Shopping Centre. Net all Park when I have texted family members to not come home through Blackpool because the traffic is chaotic. Having 1 lane either direction near Dino's is going to cause further mayhem because it'l be the same traffic lane for traffic coming out the Brothers Delaney exit from the Shopping Centre is not sufficient. Traffic coming down Dublin Hill from Carraig na bhFear, Glenvillé, Xlicully, Ballinahina and White's Cross will be affected by Thomas Davis Street being one way. As they will alloc have to the 4DQ, traffic volumes will increase significantly. 2.2.2 REDFORGE ROAD TO MADDEN'S BUILDINGS/O'CONNELL STREET Not many people in the general Blackpool shave to be dincreted to the XDQ, traffic volumes will increase significant	Please see the NTA's response to Issue 2 this report

NTA-C14-154	Launderette. Businesses are going to be financially affected. Spring Lane is a very handy quick route to the North Ring Road and for people coming from Blackpool village up to Mayfield/North Ring Road. 2.2.1 POPHAM'S ROAD TO REDFORGE ROAD VIA BROTHERS DELANEY ROAD Traffic coming out of Blackpool Shopping Centre and the Retail Park can be extremely heavy especially as workers in the 2 centres park in the multistorey car park. I worked for 20 years in this area and can tell you I've been stuck in a queue many times trying to exit the Retail Park, from both exits, because there is a queue of cars coming from the western side of Redforge Road and exiting traffic cannot turn right. Having 1 lane of traffic either way on Brothers Delaney road is going to result in massive queues from the Shopping Centre, Retail Park and general traffic. Traffic is going to greatly increase on the Old Commons Road, which previous to the Shopping Centre being built, was the main route into town from Blarney/Mallow. Residents living here are going back to square 1 as regards voluminous traffic is concerned. There have been many times when I have texted family members to not come home through Blackpool because the traffic is chaotic. Having 1 lane either direction near Dino's is going to cause further mayhem because it'll be the same traffic lane for cars coming down the hill turning right to go on the dual carraigeway or turning left to head outbound or going towards the Shopping Centre. One lane for traffic coming out the Brothers Delaney exit from the Shopping Centre is not sufficient. Traffic coming down Dublin Hill from Carraig na bhFear, Glenville, Klicully, Ballinahina and White's Cross will be affected by Thomas Davis Street being one way. As they will also have to be directed to the N20, traffic volumes will increase significantly. 2.2.2 ReDFORGE ROAD TO MADDEN'S BUILDINGS/O'CONNELL STREET Not many people in the general Blackpool beruses. I don't feel bicycle lanes are necessary. As stated above, a lot of cars us	Please see the NTA's response to Issue 8 in this report
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NTA-C14-154	I think everyday life in Blackpool village and surrounding areas is going to be greatly affected in a negative way by these plans. People need to have access to the GP surgery near Spring Lane, and the Launderette. Are ill people expected to walk to the Surgery or carry 3 or 4 bags of washing to the Launderette. Businesses are going to be financially affected. Spring Lane is a very handy quick route to the North Ring Road and for people coming from Blackpool village up to Mayfield/North Ring Road. 2.2.1 POPHAM'S ROAD TO REDFORGE ROAD VIA BROTHERS DELANEY ROAD Traffic coming out of Blackpool Shopping Centre and the Retail Park can be extremely heavy especially as workers in the 2 centres park in the multistorey car park. I worked for 20 years in this area and can tell you I've been stuck in a queue many times trying to exit the Retail Park, from both exits, because there is a queue of cars coming from the western side of Redforge Road and exiting traffic cannot turn right. Having 1 lane of traffic either way on Brothers Delaney road is going to result in massive queues from the Shopping Centre, Retail Park and general traffic. Traffic is going to greatly increase on the Old Commons Road, which previous to the Shopping Centre being built, was the main route into town from Blarney/Mallow. Residents living here are going back to square 1 as regards voluminous traffic is concerned. There have been many times when I have texted family members to not come home through Blackpool because the traffic is chaotic.	Please see the NTA's response to Issue 9 in this report

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	Delaney exit from the Shopping Centre is not sufficient.	
	Traffic coming down Dublin Hill from Carraig na bhFear, Glenville, Kilcully, Ballinahina and White's Cross will be affected by Thomas Davis Street being	Please see the NTA's response to Issue 3 in
NTA-C14-154	one way. As they will also have to be directed to the N20, traffic volumes will increase significantly.	this report
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	This plan needs to be carefully looked at again because the way it currently is will result in huge tailbacks, delays and tempers flaring.	
	Thank you.	
	I want my objection noted to this proposal as mine and my families GP is located along this route. I also use the dry cleaners on William O'Brien Street. I cannot believe that anyone would come up with such proposals to block access through Blackpool. The business in the village of Blackpool have already	Please see the NTA's response to Issue 9 in
NTA-C14-155	been struggling and now you want to finish them off completely. I have lived up Dublin Hill for over 40years and would never have imagined that	this report
	someone could come up with such a proposal to destroy Blackpool village. Please stop trying to fix what doesn't need fixing and leave our City alone.	ensicpore

c	To whom it may concern, We are writing to you with regards to the proposed Bus Gate suggested for the city end of Watercourse Road and the junction of Cathedral Walk in Blackpool. Further to our attendance at the Bus Connects Information Day on April 19th 2023, we feel that there are many issues which need to be taken into account with regards to this junction. Our school, North Presentation Primary School is located on Cathedral Walk, the right turn at the junction of Watercourse Road and Upper John Street if you are travelling from Blackpool. Cathedral Walk is a one-way street so the sole access to the street is from this junction. Our school is a D.E.I.S. (Delivering Equality of Opportunity in Schools) Band 1 school which provides education for those most vulnerable in the Blackpool and City Centre area. As a point of reference, it is important to note that the school is not a conventional local primary school. Established by the Presentation Order, the school has a large number of highly disadvantaged and vulnerable pupils. It provides support for the socially disadvantaged in the	
A C NTA-C14-158 C T O O T S a	area and those most likely to suffer educational disadvantage. The school is a haven for a large number of refugees and families in emergency accommodation and direct provision every year. Many of our families arrive in Cork and are placed in accommodation near to the school so that they can establish some stability for their children, so that the parents can access our kitchen and laundry facilities and to benefit from our English language classes. Many of these families have suffered severe trauma from situations where they have had to flee their home or country as a result of war or fears of violence and persecution. Many of these families stay in emergency accommodation for years and their only stability and support is provided by the school. When these families are allocated social housing, it is often in the areas of The Glen / Ballyvolane. In the majority of cases, these families make the difficult decision to commute to our school, which can be a large financial burden on these families considering that they have refugee status and cannot work. However, they do this as the only stability that their children have in their lives is that provided by North Presentation Primary School. The families are also heavily reliant on the free lunches provided daily, the financial support afforded to their parents and the free use of the school kitchen and laundry facilities. It is of upmost importance that our students and their families can continue to access these supports. The implementation of a Bus Gate at the city end for were and spreposed now, would impact greatly on the commute time and expense of many of these families. We fear that this would result in large scale school absenteeism, as families will feel the financial burden, or that many of our students will be moved to schools in other areas where hey will not receive the types of supports mentioned above. We understand that changes need to be made to the road layouts in the Blackpool area and support any inititatives which will reduce congestion but f	Please see the NTA's response to Issue 9 in this report
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	principalnorthpres@gmail.com Yours sincerely Nickie Egan Principal	
NTA-C14-169	I am a resident in [personal information redacted], Dublin Hill. We are the fourth generation of O'Donnell's to live here and as such have daily links with Blackpool village, Farranree and Ballyvolane. 1. The current proposal for Blackpool to the City C is pushing all traffic in the area through the junctions at Blackpool Shopping Centre, already a pinch point, causing traffic at the bottom of Dublin hill to turn right only. Currently a build up of traffic in Dublin hill from peak times results in traffic backing up past Delaney Park entrances and Kilbarry cottages' entrances. This will be further increased after bus connects is operational. This does not even consider the 3000 additional houses in Ballyvolane, 500 plus houses on the Old Mallow Road and the apartments currently being built in Blackpool. This change will impact safety on Dublin hill for residents by further reducing our ability to move out of our road and onto Dublin Hill safely - especially when crossing lanes to travel up the hill. This is true if we are travelling by car or bike. The current proposal should be updated to add mitigation for inability to exit the parks on Dublin hill and to reduce rat runs through hawthorn Mews Thorndale and Glen heights Rd 2. The bus gates in Thomas Davis and watercourse Rd will not allow car traffic through Blackpool. As a result my family will no longer be able to access their church of choice thus impacting our religious freedoms. We will not be able to access our community centre, local pharmacies or local doctors. However it is not possible now to move doctors in the current climate.	Please see the NTA's response to Issue 9 in this report

We will also not be able to easily access local shops. This will impact local businesses and cause a deterioration in village life. Even changing bus gates to
peak times will really impact the access to shops as it is footfall that dictates the level of activity in local businesses and it is at peak times that this
business activity occurs.
Please remove the bus gates and allow the village life to continue without disruption
3. Disability access (wheel chair, disability and aging population in the area)
Disabled parking is not just for wheelchair users but also for those with mobility issues due to injury or age.
I am [personal information redacted] and have a [personal information redacted]. [personal information redacted]
The location of disabled parking is not marked in the proposal. I request that you introduce at least the current level and put in place additional disability
parking along the business areas of watercourse Rd and Thomas Davis st, especially near community centre church doctors chemist and shops. Current
access is sadly insufficient and disabled drivers are forced to stop on street or in the bus stop areas.
As our population ages the need for these spots will only increase.
Please increase the number of disabled parking spots in Blackpool especially near shops, businesses, church, doctors, pharmacies, community centres
and training centres.
4. Short term parking / set down
There is no short term parking options near any of the businesses, church, community centre, pharmacies or doctors. This should be the proposal to
improve traffic movement and not bus gates.
Please introduce shortterm parking along the business areas of watercourse Rd and Thomas Davis st and Great William O'Brien St especially near our
community centre, church, doctors, chemist and shops. Currently cars and delivery trucks are stopping illegally to access businesses and blocking traffic
flow.
5. Offloading area back of retail park
Back up of traffic routinely happens on Red Forge Rd at the back of woodies caused by large trucks regularly off loading on road. This is an unsafe practice
and is not mitigated in the plan.
6. Enhancement of Great William O'Brien st
As mentioned previously I am [personal information redacted]. The proposal for an enhanced Great William O'Brien Street as shown at the community
forum has the area at the church paved with no parking or car access. This will stop disabled or elderly persons from accessing their church, shops,
businesses, training centre,, doctors and community centre. Please consider this when designing the steet scape and agreeing traffic plans for the area.
7. Shopping centre
The junctions at the shopping centre - Red Forge Road, Brothers Delaney Rd, Pophams Road, Commons Rd - is already a pinch point. Crossing from Dublin
hill to Pophams rd takes approx 8 mins during the day but up to 20 mins at peak.
Forcing all of the traffic through this junction when bus connects is introduced will further back up these junctions.
Closing Watercourse Rd snd Thomas Davis street with bus gates will only increase the traffic jams at this point.
Please remove the bus gates and allow traffic an alternative route through Blackpool
8. Dublin Hill Bridge
The railway bridge on Dublin Hill is not suitable for tall trucks. Currently warnings can only be seen when the driver is committed to entering the bridge.
Someone gets stuck there on a weekly basis and usually has the ability to back up Dublin Hill until they can turn However a few times s a year the bridge
it hit.
Dublin Hill will be the main corridor for all traffic / trucks from the industrial estates on Dublin Hill onto the N20. The likelihood of a truck striking or
nearly striking the bridge will be increased. If this occurs when bus connects is introduced in its current format Dublin Hill will be blocked and the trucks
will not be able to reverse due to heavier traffic on the hill. Blackpool will be at a standstill.

	There is no mitigation for this safety issue in the current plan even though it will directly impact safety at the bridge.	
	In short, bus connects in the current format, for Blackpool to the City, will eliminate the village of Blackpool and eliminate any links the community has	
	with the village , church or businesses.	
	There is no evidence in the document that Disabled access has been considered.	
	Key safety issues in the Dublin hill area have not been addressed.	
	I am a resident in [personal information redacted], Dublin Hill. We are the fourth generation of O'Donnell's to live here and as such have daily links with	
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NTA-C14-169	Please remove the bus gates and allow the village life to continue without disruption	this report
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	Disabled parking is not just for wheelchair users but also for those with mobility issues due to injury or age.	
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NTA-C14-171	Key safety issues in the Dublin hill area have not been addressed. I am a resident of Delaney park Dublin hill. If the traffic from Dublin Hill all turns right at the bottom of the hill towards the shopping centre and no traffic allowed to Blackpool the traffic will back up Dublin hill which is already backed up at peak times as far as Glenthorn most mornings. Exiting Delaney park and Kilbarry, Hawthorn etc is already difficult without adding to this. Lorrys getting stuck by the bridge several times a week as no sign warning of low bridge on dublin hill is adding to traffic already and a sign by the IDA saying no right turn, pointing lorrys to the Kinvarna road and then onto North rig Rd would calm the back up. The infrastructure is not good enough to facilitate all cars from Dublin hill to shopping centre and will be chaotic. No car access to Blackpool means no access for residents, delivery drivers people attending doctors etc and will destroy Blackpool buisiness and community. No allocation of disabled parking. Not enough thought of where cars from new apartments will go. Extra time in cars going the long way around rather than straight to Blackpool will mean more emissions into the environment. There will be the same amount of cars just all heading in one direction. Closing Spring lane at the firestation side is also going to drive more cars to take the dunlin hill route uowards to ballyvolane etc. Derelict land above bridge in spring lane could be used as a park and ride. With cars exiting on fire station side to north ring road. Cars coming from Dublin hill not even mentioned in your guide book, yet the traffic coming to Blackpool from the hill is major. Traffic coming from commons road to junction by dinos turning to shopping centre is already disastrous with lights changing several times before traffic can move to the lane heading to shopping centre as cars coming from farranree, coomons road all get jammed up. Lights don't seem to be in sync and junction too small to facilitate. This is al	Please see the NTA's response to Issue 9 in this report
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NTA-C14-183	These changes will stop all car access to North Presentation Primary School from the Watercourse Road junction. Traffic will only be able to access the School via Upper John St. This is going to greatly impact traffic congestion in the area, making it much more difficult to access the School and a nightmare for all the parents who need to run to work after bringing or collecting their child from the School.	Please see the NTA's response to Issue 9 in this report
NTA-C14-184	We are concerned about the loss of Designated Parking Spaces in the Blackpool area and there appears to be no replacement spaces. If the space by Dr Sheehan's surgery is removed it will cause untold hardship for a number of people attending the surgery and the very fact of attending the surgery would indicate poor health. Similarly the removal of the spaces adjacent to the Watercourse Road Gárda Station will pose problems. If the space on Thomas Davis Street is removed it could be replaced on Gerald Griffin St	Please see the NTA's response to Issue 13 in this report

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NTA-C14-186	Blackpool is too small for these ideas proposed by someone obviously not from the area (and probably not from Cork) Blackpool is too small for these ideas. Blackpool is a bottle neck at the best of times because the north link road is unable to cater for the traffic it is supposed to manage. The main problem with traffic congestion in Cork is caused by the lack of infrastructure i.e. no proper link road surrounding the Northside which would take heavy goods vehicles from the small streets. This proposal cannot go ahead without causing huge distress for the people and businesses living/working in the area. A proper and sufficient link road should first be built and restrictions should be put in place preventing heavy goods vehicles from crossing through the City. There is no need for a bus corridor through Blackpool village, any such corridors should be kept to the main Cork limerick road by Dino's restaurant 150meters from the village. This main road winds it's way in to town, resulting in only a short walk for bus users. If the plans as they are go ahead, you will create dangerous environments for those of us living in Hawthorn, Glenheights road, Ballincollie road, for these will turn into greater ratruns than they already are. Drivers will not want to be forced to turn right at the grotto, this is a disaster as it is now, not to mind your proposal to force all traffic onto this route. Instead traffic from Dublin hill, Whitescross and further will use our streets as the rat-runs already mentioned above, this will be dangerous due to volume of traffic and the pollution that comes with it right outside our doors.	Please see the NTA's response to Issue 25 in this report
NTA-C14-186	Blackpool is too small for these ideas proposed by someone obviously not from the area (and probably not from Cork) Blackpool is too small for these ideas. Blackpool is a bottle neck at the best of times because the north link road is unable to cater for the traffic it is supposed to manage. The main problem with traffic congestion in Cork is caused by the lack of infrastructure i.e. no proper link road surrounding the Northside which would take heavy goods vehicles from the small streets. This proposal cannot go ahead without causing huge distress for the people and businesses living/working in the area. A proper and sufficient link road should first be built and restrictions should be put in place preventing heavy goods vehicles from crossing through the City. There is no need for a bus corridor through Blackpool village, any such corridors should be kept to the main Cork limerick road by Dino's restaurant 150meters from the village. This main road winds it's way in to town, resulting in only a short walk for bus users. If the plans as they are go ahead, you will create dangerous environments for those of us living in Hawthorn, Glenheights road, Ballincollie road, for these will turn into greater ratruns than they already are. Drivers will not want to be forced to turn right at the grotto, this is a disaster as it is now, not to mind your proposal to force all traffic onto this route. Instead traffic from Dublin hill, Whitescross and further will use our streets as the rat-runs already mentioned above, this will be dangerous due to volume of traffic and the pollution that comes with it right outside our doors.	Please see the NTA's response to Issue 8 in this report
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NTA-C14-187	 Hi, we live in Blackpool behind the shopping centre in the newly built residential area by Respond, Mill Park, Old Mallow Road. This area is settled mostly with families with children. We have two kids that both go to North Presentation School in Cathedral Walk on Shandon. At the moment the traffic is very bad so we are often late to school or we need to spend a lot of time in the car polluting the environment for such a small distance. We wouldn't mind walking every day but the foot path is so narrow and unprotected in Dublin Street. Also there is no cycling lanes so we can't cycle either. Taking bus is out of option too as buses are always late and stuck in the traffic for ages. From our area we have 215 bus which is very rare so we need to go to shopping centre to get 203, and most bizzare thing is that there is no bus stop where we can wait for both buses to have a better chance of getting . First bus stop where both of these buses are stopping is under the flyover in Thomas Davis Street. There should be a bus stop in front of Groves Bar in Dublin Street. We are happy to hear about Bus Connect but we don't understand how often these buses will go and how much they will cost us? Will it be free for school children as it should? My understanding is that we will no longer be able to use WAtercourse road in the morning to drive kids to school so we need to be reassured that residents of Blackpool and their school children will only be affected in a positive way. I also don't understand why not utilise Commons Road that is wider than Dublin Street. Huge problem overall are narrow, unguarded and filthy footpaths, also problem with on street parking. I support the environment protection and reduction of carbon emission, I would get rid of my car tomorrow if I can be offered affordable and reliable public transport. Thanks for working on this/ 	Please see the NTA's response to Issue 19 in this report
NTA-C14-187	Hi, we live in Blackpool behind the shopping centre in the newly built residential area by Respond, Mill Park, Old Mallow Road. This area is settled mostly with families with children. We have two kids that both go to North Presentation School in Cathedral Walk on Shandon. At the moment the traffic is very bad so we are often late to school or we need to spend a lot of time in the car polluting the environment for such a small distance. We wouldn't mind walking every day but the foot path is so narrow and unprotected in Dublin Street. Also there is no cycling lanes so we can't cycle either. Taking bus is out of option too as buses are always late and stuck in the traffic for ages. From our area we have 215 bus which is very rare so we need to go to shopping	Please see the NTA's response to Issue 11 in this report

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NTA-C14-187	Hi, we live in Blackpool behind the shopping centre in the newly built residential area by Respond, Mill Park, Old Mallow Road. This area is settled mostly with families with children. We have two kids that both go to North Presentation School in Cathedral Walk on Shandon. At the moment the traffic is very bad so we are often late to school or we need to spend a lot of time in the car polluting the environment for such a small distance. We wouldn't mind walking every day but the foot path is so narrow and unprotected in Dublin Street. Also there is no cycling lanes so we can't cycle either. Taking bus is out of option too as buses are always late and stuck in the traffic for ages. From our area we have 215 bus which is very rare so we need to go to shopping centre to get 203, and most bizzare thing is that there is no bus stop where we can wait for both buses to have a better chance of getting . First bus stop where both of these buses are stopping is under the flyover in Thomas Davis Street. There should be a bus stop in front of Groves Bar in Dublin Street.	Please see the NTA's response to Issue 3 in this report

	We are happy to hear about Bus Connect but we don't understand how often these buses will go and how much they will cost us? Will it be free for school children as it should? My understanding is that we will no longer be able to use WAtercourse road in the morning to drive kids to school so we need to be reassured that residents of Blackpool and their school children will only be affected in a positive way. I also don't understand why not utilise Commons Road that is wider than Dublin Street. Huge problem overall are narrow, unguarded and filthy footpaths, also problem with on street parking. I support the environment protection and reduction of carbon emission, I would get rid of my car tomorrow if I can be offered affordable and reliable public transport. Thanks for working on this/	
NTA-C14-187	 Hi, we live in Blackpool behind the shopping centre in the newly built residential area by Respond, Mill Park, Old Mallow Road. This area is settled mostly with families with children. We have two kids that both go to North Presentation School in Cathedral Walk on Shandon. At the moment the traffic is very bad so we are often late to school or we need to spend a lot of time in the car polluting the environment for such a small distance. We wouldn't mind walking every day but the foot path is so narrow and unprotected in Dublin Street. Also there is no cycling lanes so we can't cycle either. Taking bus is out of option too as buses are always late and stuck in the traffic for ages. From our area we have 215 bus which is very rare so we need to go to shopping centre to get 203, and most bizzare thing is that there is no bus stop where we can wait for both buses to have a better chance of getting . First bus stop where both of these buses are stopping is under the flyover in Thomas Davis Street. There should be a bus stop in front of Groves Bar in Dublin Street. We are happy to hear about Bus Connect but we don't understand how often these buses will go and how much they will cost us? Will it be free for school children as it should? My understanding is that we will no longer be able to use WAtercourse road in the morning to drive kids to school so we need to be reassured that residents of Blackpool and their school children will only be affected in a positive way. I also don't understand why not utilise Commons Road that is wider than Dublin Street. Huge problem overall are narrow, unguarded and filthy footpaths, also problem with on street parking. I support the environment protection and reduction of carbon emission, I would get rid of my car tomorrow if I can be offered affordable and reliable public transport. Thanks for working on this/ 	Please see the NTA's response to Issue 22 in this report
NTA-C14-187	Hi, we live in Blackpool behind the shopping centre in the newly built residential area by Respond, Mill Park, Old Mallow Road. This area is settled mostly with families with children. We have two kids that both go to North Presentation School in Cathedral Walk on Shandon. At the moment the traffic is very bad so we are often late to school or we need to spend a lot of time in the car polluting the environment for such a small distance. We wouldn't mind walking every day but the foot path is so narrow and unprotected in Dublin Street. Also there is no cycling lanes so we can't cycle either. Taking bus is out of option too as buses are always late and stuck in the traffic for ages. From our area we have 215 bus which is very rare so we need to go to shopping centre to get 203, and most bizzare thing is that there is no bus stop where we can wait for both buses to have a better chance of getting . First bus stop where both of these buses are stopping is under the flyover in Thomas Davis Street. There should be a bus stop in front of Groves Bar in Dublin Street. We are happy to hear about Bus Connect but we don't understand how often these buses will go and how much they will cost us? Will it be free for school children as it should? My understanding is that we will no longer be able to use WAtercourse road in the morning to drive kids to school so we need to be reassured that residents of Blackpool and their school children will only be affected in a positive way. I also don't understand why not utilise Commons Road that is wider than Dublin Street. Huge problem overall are narrow, unguarded and filthy footpaths, also problem with on street parking. I support the environment protection and reduction of carbon emission, I would get rid of my car tomorrow if I can be offered affordable and reliable public transport. Thanks for working on this/	Please see the NTA's response to Issue 6 in this report
NTA-C14-190	Hi all, I do not approve of this as I have family living in Blackpool and I will not be able to access them. Thanks	Please see the NTA's response to Issue 1 in this report
NTA-C14-192	I wish to place my objection to this proposal as it will limit public vehicular access to Thomas Davis Street where my [Personal information redacted] year old grandmother resides. This massively affects the ability to reach her in case of emergency	Please see the NTA's response to Issue 1 in this report
NTA-C14-193	I object to this proposition as I use many businesses along this route and require my car to be able to conduct my business	Please see the NTA's response to Issue 8 in this report
NTA-C14-203	I am a resident in the area and although improved buses is a good thing the lack of private access by car is not a good thing from my own opinion, i need to be able to drive through blackpool as i need my car for grocery shopping every week. The loss of on street parking is also a bad thing as i often park on the street to access some of the local shops	Please see the NTA's response to Issue 2 in this report

NTA-C14-203	I am a resident in the area and although improved buses is a good thing the lack of private access by car is not a good thing from my own opinion, i need to be able to drive through blackpool as i need my car for grocery shopping every week. The loss of on street parking is also a bad thing as i often park on the street to access some of the local shops	Please see the NTA's response to Issue 13 in this report
NTA-C14-205	I have attached photos of some furniture coming in and out and of the flooding.	Please see the NTA's response to Issue 17 in this report
NTA-C14-206	Traffic is going to be mental coming down Dublin hill .Around the shopping centre is going to be crazy .1 go to Blackpool every day for work and I need my car for dropping and collecting kids .People need access to blackpool for local business .People are going to avoid the area and it will kill business .	Please see the NTA's response to Issue 9 in this report
NTA-C14-206	Traffic is going to be mental coming down Dublin hill .Around the shopping centre is going to be crazy .I go to Blackpool every day for work and I need my car for dropping and collecting kids .People need access to blackpool for local business .People are going to avoid the area and it will kill business .	Please see the NTA's response to Issue 8 in this report
NTA-C14-207	Hi I have many concerns about this. I am concerned about the traffic build up in Dublin hill and by Blackpool shopping Centre and onto the N20. I go to Blackpool village a few times daily and need my car. I work there also and taking a bus isn't an option for me. Bus gates will kill local businesses as people are going to start avoiding the area.	Please see the NTA's response to Issue 9 in this report
NTA-C14-208	Hi due too my condition I'm unable too use a bus and need my car too get around, I visit Blackpool village 2 or 3 times a week going too various shops and restaurants. In my opinion bus gates will desacrate local businesses stopping people from accessing there premises. Also the traffic coming down Dublin hill will be backed up , it's bad enough as it is at the moment.	Please see the NTA's response to Issue 2 in this report
NTA-C14-208	Hi due too my condition I'm unable too use a bus and need my car too get around, I visit Blackpool village 2 or 3 times a week going too various shops and restaurants. In my opinion bus gates will desacrate local businesses stopping people from accessing there premises. Also the traffic coming down Dublin hill will be backed up , it's bad enough as it is at the moment.	Please see the NTA's response to Issue 9 in this report
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NTA-C14-210	Cars needs to be allowed through bkackpool. Families need to see their family members and be able to collect them from their front door as a lot of people are elderly. also businesses will be affected.	Please see the NTA's response to Issue 9 in this report
NTA-C14-210	Cars needs to be allowed through bkackpool. Families need to see their family members and be able to collect them from their front door as a lot of people are elderly. also businesses will be affected.	Please see the NTA's response to Issue 8 in this report
NTA-C14-221	This will have a detrimental impact to traffic in the area along with businesses! Traffic in the area is already heavily congested along the Blackpool bypass etc and there is many new apartments in the area being built without any new traffic infrastructure being created and traffic is already really busy! To take away one of the main roads in an extremely built up area that's getting many new housing and apartments will have a detrimental impact on the area! This was not thought out well at all and was not thought about the impact to the people living in the area who already commute long distances or to the businesses in the area! This is unacceptable! Please reconsider!	Please see the NTA's response to Issue 9 in this report
NTA-C14-222	Long story short, this proposal isn't practical. Blackpool Village is hanging on by a thread since the bypass & this ridiculous route will finish it completely. As a resident I am furious that I may no longer be able to drive down through Blackpool from Dublin Hill, a route I use daily. This & spring lane. I don't think much of this proposal & I hope others feel the same & a new solution sought. Thank you.	Please see the NTA's response to Issue 9 in this report
NTA-C14-224	Closing Blackpool to traffic Is going to cause extreme congestion to traffic in surrounding areas which can be heavily congested at times especially Dublin Hill and the crossroads near Dinos takeaway. The congestion any time of the day there is horrendous as it is. Blackpool is an ESSENTIAL route for commuters throughout the day, let alone the impact this will have on businesses on Thomas Davis street. You will be putting people put of business if this goes ahead. I urge you to reconsider this disastrous plan. Thanking you, Leighann Riordan O Connor	Please see the NTA's response to Issue 9 in this report

NTA-C14-224	Closing Blackpool to traffic Is going to cause extreme congestion to traffic in surrounding areas which can be heavily congested at times especially Dublin Hill and the crossroads near Dinos takeaway. The congestion any time of the day there is horrendous as it is. Blackpool is an ESSENTIAL route for commuters throughout the day, let alone the impact this will have on businesses on Thomas Davis street. You will be putting people put of business if this goes ahead. I urge you to reconsider this disastrous plan. Thanking you, Leighann Riordan O Connor	Please see the NTA's response to Issue 8 in this report
NTA-C14-225	I think this is a terrible idea. I drive that route multiple times per day between school runs and needing bits in shops throughout Blackpool and this change will be a huge inconvenience to my life along with many others	Please see the NTA's response to Issue 14 in this report
NTA-C14-226	Blackpool to city is a non starter for anyone who has any idea of the area. It will close numerous businesses creating huge unemployment in an already struggling area of the city while also creating huge gridlock constantly around the proposed traffic routes causing untold frustration and delays for anyone travelling on these routes. This obviously has been drafted up by someone not familiar with this area thus this proposal should be scrapped until a more suitable alternative is proposed.	Please see the NTA's response to Issue 8 in this report
NTA-C14-226	Blackpool to city is a non starter for anyone who has any idea of the area. It will close numerous businesses creating huge unemployment in an already struggling area of the city while also creating huge gridlock constantly around the proposed traffic routes causing untold frustration and delays for anyone travelling on these routes. This obviously has been drafted up by someone not familiar with this area thus this proposal should be scrapped until a more suitable alternative is proposed.	Please see the NTA's response to Issue 9 in this report
NTA-C14-227	Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N2O and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin St, Dublin Hill, Great William O'Brien St, Thomas Davis St, Watercourse Rd, O'Connell St and Gerald Griffin St. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community 3. Remove parking on both sides of Watercourse Rd and Thomas Davis Street and potentially remove parking in Great William O'Brien St when enhancements of this area occur – where will the existing cars go and where will we park to use a shop or visit the doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking up the existing community of Blackpool – this is especially true for the elderly and those with mobility issues. 6. Cause traffic to back up on Dublin Hill restricting the residents ability to access or exit the roads on Dublin Hill 7. Cause traffic to potential traffic increases resulting from the 3000 additional houses in Ballyvolane, 500 plus houses on the Old Mallow Road and the apartments currently being built in Blackpool and opening of Kilbarry Rail Station. 9. Rat Runs - The closure of Blackpool to traffic will cause greater levels of through traffic. 10.Queuing will occur on the Ballincollie Road to access the N20 at the Fire Station. I urge you please to reconsider this disastrous plan!! Regards Catherina Stout	Please see the NTA's response to Issue 9 in this report
NTA-C14-227	Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin St, Dublin Hill, Great William O'Brien St, Thomas Davis St, Watercourse Rd,	Please see the NTA's response to Issue 8 in this report

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NTA-C14-228	I'm living in Cork all my life. Blackpool is the most busiest road from ballyvolane to watercourse road. We need to be able to access this road as it will worst ever traffic jam every day and no access to businesses and shops and doctors and no where to park. Very angry if this goes ahead. Ur putting people out of business. Please consider the impact it will have on the public. Thank you.	Please see the NTA's response to Issue 8 in this report
NTA-C14-230	My concern about the section at Watercourse road relates to lack of car access and parking at Arthur Villas. Some Residents here are elderly and cannot safely use bicycles or buses as a means of transport. They need to access cars/taxis outside their houses. Family and friends who support elderly people in their homes need to be able to park outside Arthur Villas to help these elderly residents enter and leave their homes, deliver groceries etc. Some residents have disability parking cards and adapted cars. These residents will not benefit from buses or bicycles and will be trapped in their homes.	Please see the NTA's response to Issue 13 in this report
NTA-C14-230	My concern about the section at Watercourse road relates to lack of car access and parking at Arthur Villas. Some Residents here are elderly and cannot safely use bicycles or buses as a means of transport. They need to access cars/taxis outside their houses. Family and friends who support elderly people in their homes need to be able to park outside Arthur Villas to help these elderly residents enter and leave their homes, deliver groceries etc. Some residents have disability parking cards and adapted cars. These residents will not benefit from buses or bicycles and will be trapped in their homes.	Please see the NTA's response to Issue 1 in this report
NTA-C14-231	I am opposed to the route planned from Blackpool to the city. The area has elderly people and no consideration for parking for the disabled. School drop offs, activities for children and shopping for those in the area will be chaotic. I am not in favour of this proposal.	Please see the NTA's response to Issue 2 in this report
NTA-C14-231	I am opposed to the route planned from Blackpool to the city. The area has elderly people and no consideration for parking for the disabled. School drop offs, activities for children and shopping for those in the area will be chaotic. I am not in favour of this proposal.	Please see the NTA's response to Issue 9 in this report
NTA-C14-232	Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin St, Dublin Hill, Great William O'Brien St, Thomas Davis St, Watercourse Rd, O'Connell St and Gerald Griffin St.	Please see the NTA's response to Issue 9 in this report

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	the area and the impact this would have? 13. Roads being redirected too will not be able to cope with the excess traffic	
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NTA-C14-232	5. There is no allocation for set down or disabled parking areas – again reducing access for the elderly or those with mobility issues.	Please see the NTA's response to Issue 1 in
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NTA-C14-233	home and my job. I would like for you to explain how you can cut off my right to access my own home and to isolate the elderly residents and cope foundation that live in St. Francis Gardens Thomas David Street Blackpool. This will impact my life hugely and to all the residents living in this area. I have approached every government party on this matter and I will be setting up protests. I have also contacted the transport minister and health minister and I have contacted media outlets. I am totally against this. Deborah O Sullivan	Please see the NTA's response to Issue 1 in this report
NTA-C14-235	Referencing the Plan C Blackpool to Cork City I think this is going to add more congestion to the Blackpool area. It is going to affect what is left of what was always a great village. Businesses aree struggling to survive as it is so preventing traffic from passing through will close many of these businesses. My GP is situated in the centre of Blackpool as is the chemist and the route to my [Personal information redacted] year old mother who lives alone. My husband has a disability which means he can only walk short distances so I would have to drive him to his GP appointments regularly. Ye really need to take people's opinions into consideration. My husband is [Personal information redacted] and has lived in black since he was born so his whole life revolves around Blackpool. Please stop and think and leave our beautiful village alone. Fiona Mackey	Please see the NTA's response to Issue 9 in this report
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NTA-C14-236	I live in Dublin Hill, I have 3 school drop offs and collections between Dublin Hill & Blarney Street in the mornings and this proposal will change my route considerably and significant time to my journeys. I also work in Blarney Street and again I will no longer be able to travel through Blackpool. And that's on top of the inconvenience of having to travel via Blackpool shopping centre and through the ring road traffic just to get there. It's actually ridiculous and completely unnecessary.	Please see the NTA's response to Issue 1 in this report
NTA-C14-238	As a small buissness we rely on our clients to be able to access the salon easily. My self and other businesses are worried that if access by cars for our clients is taken away we will lose buissness therefor will have to close our doors. We have a lot of elderly clients and some clients in wheelchairs that are able to pull up outside the door and it's easier for them. If you close the road to cars we will lose up to 65 percent of our patrons.	Please see the NTA's response to Issue 8 in this report
NTA-C14-239	The proposed route for Blackpool really needs to be reviewed revised it's totally unrealistic	Please see the NTA's response to Issue 25 in this report
NTA-C14-240	It is an absolute disgrace what ye are planning on doing. In recent years blackpool has been suffering and if this route goes as plan many business will shut down and less business will be brought area. The city will suffer as people won't sit in the traffic that will be caused due to the new proposed changes. Ye are ruining our city bit by bit and this is going to have major impact on the residence of Blackpool and surrounding areas.	Please see the NTA's response to Issue 8 in this report
NTA-C14-241	 This will destroy any business left in blackpool. It will make it impossible for local residents to use there cars to get to and from work- where they need an actual car for said employment. It will make it impossible for families who will need their cars to shop in the actual shopping centeras to get yo yhe center would be more hassle then its worth. It would be faster for blackpool residents to to drive to Wilton then drive to blackpool local shopping center. The traffic in Blackpool will be horrendous if all car traffic will need to turn right at the end of Dublin Hill. The watercourse road cut off to traffic going out bound by o connel St will also send all other traffic up Great William o brien st making a grid lock in the area. This entire plan is shockingly poor judgement - its cutting off Blackpool to be accessible to local residents. Its making parking almost impossible for local residents and traveling to and from their homes almost impossible. The grid lock will be insane. t will have a very negative impact on local business This plan will kill Blackpool without a doubt. 	Please see the NTA's response to Issue 8 in this report
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NTA-C14-242	Will be too chaotic to get around not a good route idea	Please see the NTA's response to Issue 9 in this report
NTA-C14-243	Please do not proceed with this .All it will do will create traffic mayhem on either side of Blackpool which will ironically increase emissions. It will also kill Blackpool village and all the businesses there the barber, the takeaways, the chemist, the shops will all have to close if people can't drive their cars through Blackpool. It does not make any sense and will make residents of not only Blackpool but Ballyvolane and Farranree in fact most of the northside of the city extremely angry. I beg you to reconsider this	Please see the NTA's response to Issue 15 in this report
NTA-C14-243	Please do not proceed with this .All it will do will create traffic mayhem on either side of Blackpool which will ironically increase emissions. It will also kill Blackpool village and all the businesses there the barber, the takeaways, the chemist,the shops will all have to close if people can't drive their cars through Blackpool. It does not make any sense and will make residents of not only Blackpool but Ballyvolane and Farranree in fact most of the northside of the city extremely angry. I beg you to reconsider this	Please see the NTA's response to Issue 8 in this report
NTA-C14-245	I object to closing blackpool village to traffic. I travel from Dublin hill to Wilton every day for work as does my husband. We are both healthcare professionals and this would detrimentally affect our commute. The bus is too infrequent to consider and we have to drop our children to childcare. This would negatively impact our quality of life	Please see the NTA's response to Issue 1 in this report
NTA-C14-245	I object to closing blackpool village to traffic. I travel from Dublin hill to Wilton every day for work as does my husband. We are both healthcare professionals and this would detrimentally affect our commute. The bus is too infrequent to consider and we have to drop our children to childcare. This would negatively impact our quality of life	Please see the NTA's response to Issue 6 in this report
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NTA-C14-246	No to bus gates	Please see the NTA's response to Issue 9 in this report
NTA-C14-247	I am opposed to this change in traffic flow/ new bus corridor as I think it will greatly affect local residents and business in the area. Also it's not sustainable to make all other traffic to turn right along an already heavily congested area at the end of Dublin Hill.	Please see the NTA's response to Issue 14 in this report
NTA-C14-247	I am opposed to this change in traffic flow/ new bus corridor as I think it will greatly affect local residents and business in the area. Also it's not sustainable to make all other traffic to turn right along an already heavily congested area at the end of Dublin Hill.	Please see the NTA's response to Issue 9 in this report
NTA-C14-248	I would object to an exclusive Bus Gate at the end of Dublin Hill turning left to travel through Blackpool village. This would prevent cars turning left and cause considerable traffic back up Dublin Hill which is already bad especially at peak times. Forcing cars to turn right would also cause serious congestion through the other side of Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-251	I don't agree with changes for residents that are living beyond grotto up dublin hill area, to propose cars coming down hill to turn right and link up with North ring is ridiculous ,traffic is crazy as it is but this will make it 100 times worse, we have huge apartment blocks constructed in Blackpool and over 600 units been built on ballyhooley Road plus new housing out the lane way, we will be totally blocked in by traffic if this proposal goes ahead	Please see the NTA's response to Issue 9 in this report
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NTA-C14-252	Good day, This proposal is lunacy in the highest form. This is a main route not just for Dublin hill residents but for the outlying areas of Carrignavar, Glenville. Rathcormac, Whites Cross etc, etc. The resultant congestion on Ballyhooley road to St Lukes would negate the proposed benefits. Also, this will create rat runs in the estates in the Glen and Ballyvolane. Increased urban pollution as a result and a huge danger to our local children and elderly.	Please see the NTA's response to Issue 15 ir this report

	It will also hughly affect peoples mental health due to extra the extra time it will take to get to work, shopping etc. Traffic is terrible in the area as it is. Not to mention the extra noise pollution in the areas where the traffic would be diverted to.	
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NTA-C14-259	STC-C Blackpool to City Reduced traffic capacity at the North City Link Road/Brothers Delaney Road/Pophams Road/Old Commons Road combined intersections. This set of junctions is already a terrible setup and struggles to function adequately particularly on the Pophams Road side and anyone who has to use it regularly will attest to that. Reducing traffic capacity on the Pophams Road side to add 2 tiny bus lanes seems like insanity to me and just serves to make traffic worse on that side of the junction without fixing the core issue which is an incredibly poorly designed dual-junction layout. The addition of cycle lanes here is also questionable at the moment. Due to local hilly geography and the incredibly busy North City Link Road, one does not see many cyclists here. There can be bad traffic issues exiting Dunnes Stores car parks at peak times where traffic on the Brothers Delaney Road backs up from the North City Link Road to block cars exiting Dunnes. This can lead to cars being trapped in queues in Dunnes' car park even if they are heading in the other direction. Reducing traffic capacity on Brothers Delaney Road will lead to this being an increasing occurrence. This will be further exacerbated by the reduction of exit lanes from Dunnes to one lane (down from two) to allow for a bus lane to exit Dunnes. Why not reduce the number of lanes coming into Dunnes by one instead and retain two exit lanes as ingress to the car park there is never an issue but egress from it certainly can be? Moving onto Redforge Road, there are 2 principle issues with congestion here: Issue #1 is that you have traffic exiting from Blackpool SC across inbound traffic which can interrupt flow. Adding signal control here needs to be carefully considered along with issue #2 below Issue #2 is that the pedestrian lights at the Library/PTSB/Blackpool Travel/Neuse of Handsome are not co-ordinated with the lights at the Dublin Hill junction (which I'll come to separately). This means that you can have a green at the crossing light while a gre	Please see the NTA's response to Issue 9 in this report

The lack of a set-down/pick-up area for the 2 pubs there also means that taxis and private vehicles often temporarily block the main thoroughfare when doing set-downs/pick-ups.

The current diagonally-oriented car parking spaces outside The Groves could be reoriented to be parallel to the footpath and free up ~1 metre or more in road width. This space can then be used to give more space to the junction.

Instead of the current proposal to have an outbound bus lane on inside a single traffic lane, there should be an all-traffic "straight-ahead" lane where the bus lane is currently being proposed and then there should be a right-turn (for Dublin Hill) lane to the right (where the current all-traffic lane is). The main reason for outbound congestion and tail-backs at this junction is mostly because right-turning traffic for Dublin Hill quickly blocks outbound traffic heading for Blackpool SC/Brother Delaney Rd/Old Mallow Road. If there are more than 2 or 3 cars turning traffic for Dublin Hill while providing a straight-ahead filter lane to the left for traffic heading for Blackpool SC/Brother Delaney Rd/Old Mallow Road cannot proceed. Allowing better queuing of right-turning traffic for Dublin Hill while providing a straight-ahead filter lane to the left for traffic heading for Blackpool SC/Brother Delaney Rd/Old Mallow Road service the term.

The proposal to have filtered permeability applied to Spring Lane is absolutely crazy. Spring Lane provides a much-needed relief road for Blackpool/Dublin Street area. This is particularly important if there are incidents in the area, e.g. a large artic truck unable to proceed up Dublin Hill due to railway bridge height restriction (often happens) or a broken down car in the narrow funnel of Dublin Street/Thomas Davis St bringing traffic down to one lane and so on. With little to no other options of alternative routes in this location, taking away the only possible escape road is madness! It's not as if this is a very heavy traffic road anyway in comparison to the throughput on the main arteries. I would note though that the junction between Spring Lane and Ballincollie Road (below the entrance to the Glen GAA grounds) needs an additional speed bump on Spring Lane just before the junction as, despite the STOP sign there, cars often race out from Spring Lane at speeds that cannot possibly allow safe observation of traffic coming down the hill (past the Glen GAA entrance).

The proposal to put a bus gate on Dublin St/Thomas Davis St at Spring Lane junction effectively redirects ALL inbound traffic up Dublin Hill. There are many issues with this:

Drivers of many vehicles struggle to negotiate the turn from Redforge Road onto Dublin Hill with any speed whatsoever. Many are extremely slow and hesitant, sometimes even stopping during the manoeuvre. Forcing many more cars to take this turn instead of travelling straight ahead at reasonable speed will result in even slower traffic movement than currently is experienced at this junction, which will not help flow

It is often the case that traffic coming down Dublin Hill does not correctly observe the offset stop-line for turning right onto Redforge Road and/or are caught out by tailbacks from a red-light being active at the pedestrian crossing at Library/PTSB/Blackpool Travel/House of Handsome resulting in such traffic being out of position in the intersection and creating an obstacle for cars turning up from Redforge Road onto Dublin Hill (particularly larger vehicles such as long wheelbase vans etc.). With the greater number of vehicles being forced to turn up Dublin Hill, it is far more probable that vehicles that are unable to negotiate such out-of-position vehicular obstacles will be stuck on the corner until the situation resolves (not an uncommon

occurrence at present) and thus will further reduce inbound flow from Redforge Road

The skew/chicane at Dublin Hill railway bridge presents a challenge for some incapable drivers and an opportunity for lane-cutting for many lazy drivers resulting in cars often being on the wrong side of the road going under the bridge. I've had numerous close-calls there myself with people taking liberties with the lane either through incompetence or nonchalance and increasing the volume of traffic negotiating that section makes a head-on accident there more likely (this will have the effect of closing the one remaining road out the area under current plans so what's the back-up plan then?)

What about the oft mooted use of the rail-yard at Dublin Hill as a commuter station? Should that ever come to pass then the increased traffic in the area will hinder development of this and indeed will hinder any pedestrian access to same – something that a small commuter station will surely want to encourage rather than hinder!

Exiting the many existing housing estates/roads on Dublin Hill is already difficult at peak times. There may be no simultaneous gap in the traffic going up and down to allow you to exit OR there may be such queues inbound that visibility of traffic coming up the hill is massively compromised. Increasing traffic volume on the hill will make this bad situation worse.

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Accessing Blackpool outbound from the North City Link/North Ring is frankly slow and terrible. The junction at the New Furniture centre is the result of a	
poor design decision and does not flow well while continuing on through the North City Link/North Ring intersection to access via Ballincollie Road at the	
Fire Station often involves multiple cycles of the lights there as often only a few outbound cars get through on any sequence there (further complicated	
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Local traffic for access to schools, local clubs, activities and businesses will be deeply affected by these moves. The local population is seeing increasing	
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	disproportionately affected. It seems as though the proposals for STC-C have been put forward with a lack of experience/local knowledge as to how the roads/junctions in the area do work (and also how they don't work). I hope that you will consider the above points seriously. The money and time could be better spent delivering other	
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NTA-C14-259		Please see the NTA's response to Issue 11 in this report

Lane and Ballincollie Road (below the entrance to the Glen GAA grounds) needs an additional speed bump on Spring Lane just before the junction as, despite the STOP sign there, cars often race out from Spring Lane at speeds that cannot possibly allow safe observation of traffic coming down the hill	
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NTA-C14-259	STC-C Blackpool to City Reduced traffic capacity at the North City Link Road/Brothers Delaney Road/Pophams Road/Old Commons Road combined intersections. This set of junctions is already a terrible setup and struggles to function adequately particularly on the Pophams Road side and anyone who has to use it regularly will attest to that. Reducing traffic capacity on the Pophams Road side to add 2 tiny bus lanes seems like insanity to me and just serves to make traffic worse on that side of the junction without fixing the core issue which is an incredibly poorly designed dual-junction layout. The addition of cycle lanes here is also questionable at the moment. Due to local hilly geography and the incredibly busy North City Link Road, one does not see many cyclists here. There can be bad traffic issues exiting Dunnes Stores car parks at peak times where traffic on the Brothers Delaney Road backs up from the North City Link Road to block cars exiting Dunnes. This can lead to cars being trapped in queues in Dunnes' car park even if they are heading in the other direction. Reducing traffic capacity on Brothers Delaney Road will lead to this being an increasing occurrence. This will be further exacerbated by the reduction of exit lanes from Dunnes to one lane (down from two) to allow for a bus lane to exit Dunnes. Why not reduce the number of lanes coming into Dunnes by one instead and retain two exit lanes as ingress to the car park there is never an issue but egress from it certainly can be?	Please see the NTA's response to Issue 3 in this report

Moving onto Redforge Road, there are 2 principle issues with congestion here: Issue #1 is that you have traffic exiting from Blackpool SC across inbound traffic which can interrupt flow. Adding signal control here needs to be carefully considered along with issue #2 below Issue #2 is that the pedestrian lights at the Library/PTSB/Blackpool Travel/House of Handsome are not co-ordinated with the lights at the Dublin Hill iunction (which I'll come to separately). This means that you can have a green at the crossing light but a red at Dublin Hill junction OR, worse still, you can have a red at the crossing light while a green is available at the Dublin Hill junction and so, even though inbound traffic should be moving, it cannot. I'll also note that the proximity of this crossing to the Dublin Hill junction means that some motorists going in both directions do not adequately observe its lights and it is one that I regularly note cars driving through on red lights. It is unclear if these crossing lights are being retained or will be replaced by the proposed new signal controlled lights at the SC junction at Domino's Pizza/Library? The Dublin Hill junction should be thoroughly re-profiled to allow for better overall flow: The extensive footpath "peninsula" near Geaneys/The Groves just effectively to provide parking for people using Paddy Powers. The lack of a set-down/pick-up area for the 2 pubs there also means that taxis and private vehicles often temporarily block the main thoroughfare when doing set-downs/pick-ups. The current diagonally-oriented car parking spaces outside The Groves could be reoriented to be parallel to the footpath and free up ~1 metre or more in road width. This space can then be used to give more space to the junction. Instead of the current proposal to have an outbound bus lane on inside a single traffic lane, there should be an all-traffic "straight-ahead" lane where the bus lane is currently being proposed and then there should be a right-turn (for Dublin Hill) lane to the right (where the current all-traffic lane is). The main reason for outbound congestion and tail-backs at this junction is mostly because right-turning traffic for Dublin Hill quickly blocks outbound traffic heading for Blackpool SC/Brother Delaney Rd/Old Mallow Road. If there are more than 2 or 3 cars turning right then outbound traffic heading for Blackpool SC/Brother Delaney Rd/Old Mallow Road cannot proceed. Allowing better queuing of right-turning traffic for Dublin Hill while providing a straight-ahead filter lane to the left for traffic heading for Blackpool SC/Brother Delaney Rd/Old Mallow Road would greatly alleviate flow issues here. The proposal to have filtered permeability applied to Spring Lane is absolutely crazy. Spring Lane provides a much-needed relief road for Blackpool/Dublin Street area. This is particularly important if there are incidents in the area, e.g. a large artic truck unable to proceed up Dublin Hill due to railway bridge height restriction (often happens) or a broken down car in the narrow funnel of Dublin Street/Thomas Davis St bringing traffic down to one lane and so on. With little to no other options of alternative routes in this location, taking away the only possible escape road is madness! It's not as if this is a very heavy traffic road anyway in comparison to the throughput on the main arteries. I would note though that the junction between Spring Lane and Ballincollie Road (below the entrance to the Glen GAA grounds) needs an additional speed bump on Spring Lane just before the junction as, despite the STOP sign there, cars often race out from Spring Lane at speeds that cannot possibly allow safe observation of traffic coming down the hill (past the Glen GAA entrance). The proposal to put a bus gate on Dublin St/Thomas Davis St at Spring Lane junction effectively redirects ALL inbound traffic up Dublin Hill. There are many issues with this: Drivers of many vehicles struggle to negotiate the turn from Redforge Road onto Dublin Hill with any speed whatsoever. Many are extremely slow and hesitant, sometimes even stopping during the manoeuvre. 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	STC-C Blackpool to City	
	Reduced traffic capacity at the North City Link Road/Brothers Delaney Road/Pophams Road/Old Commons Road combined intersections. This set of	
	junctions is already a terrible setup and struggles to function adequately particularly on the Pophams Road side and anyone who has to use it regularly will attest to that. Reducing traffic capacity on the Pophams Road side to add 2 tiny bus lanes seems like insanity to me and just serves to make traffic	
	worse on that side of the junction without fixing the core issue which is an incredibly poorly designed dual-junction layout.	
	The addition of cycle lanes here is also questionable at the moment. Due to local hilly geography and the incredibly busy North City Link Road, one does	
	not see many cyclists here.	
	There can be bad traffic issues exiting Dunnes Stores car parks at peak times where traffic on the Brothers Delaney Road backs up from the North City	
	Link Road to block cars exiting Dunnes. This can lead to cars being trapped in queues in Dunnes' car park even if they are heading in the other direction.	
	Reducing traffic capacity on Brothers Delaney Road will lead to this being an increasing occurrence. This will be further exacerbated by the reduction of	
	exit lanes from Dunnes to one lane (down from two) to allow for a bus lane to exit Dunnes. Why not reduce the number of lanes coming into Dunnes by	
	one instead and retain two exit lanes as ingress to the car park there is never an issue but egress from it certainly can be?	
NTA-C14-259	Moving onto Redforge Road, there are 2 principle issues with congestion here:	Please see the NTA's response to Issue 21 in
NTA-C14-259	Issue #1 is that you have traffic exiting from Blackpool SC across inbound traffic which can interrupt flow. Adding signal control here needs to be carefully	this report
	considered along with issue #2 below	
	Issue #2 is that the pedestrian lights at the Library/PTSB/Blackpool Travel/House of Handsome are not co-ordinated with the lights at the Dublin Hill	
	junction (which I'll come to separately). This means that you can have a green at the crossing light but a red at Dublin Hill junction OR, worse still, you can	
	have a red at the crossing light while a green is available at the Dublin Hill junction and so, even though inbound traffic should be moving, it cannot. I'll	
	also note that the proximity of this crossing to the Dublin Hill junction means that some motorists going in both directions do not adequately observe its	
	lights and it is one that I regularly note cars driving through on red lights. It is unclear if these crossing lights are being retained or will be replaced by the	
	proposed new signal controlled lights at the SC junction at Domino's Pizza/Library?	
	The Dublin Hill junction should be thoroughly re-profiled to allow for better overall flow:	
	The extensive footpath "peninsula" near Geaneys/The Groves just effectively to provide parking for people using Paddy Powers.	
	The lack of a set-down/pick-up area for the 2 pubs there also means that taxis and private vehicles often temporarily block the main thoroughfare when	
	doing set-downs/pick-ups.	
	The current diagonally-oriented car parking spaces outside The Groves could be reoriented to be parallel to the footpath and free up ~1 metre or more in road width. This space can then be used to give more space to the junction.	
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Instead of the current proposal to have an outbound bus lane on inside a single traffic lane, there should be an all-traffic "straight-ahead" lane where the
bus lane is currently being proposed and then there should be a right-turn (for Dublin Hill) lane to the right (where the current all-traffic lane is). The
main reason for outbound congestion and tail-backs at this junction is mostly because right-turning traffic for Dublin Hill quickly blocks outbound traffic heading for Blackpool SC/Brother Delaney Rd/Old Mallow Road. If there are more than 2 or 3 cars turning right then outbound traffic heading for
Blackpool SC/Brother Delaney Rd/Old Mallow Road cannot proceed. Allowing better queuing of right-turning traffic for Dublin Hill while providing a
straight-ahead filter lane to the left for traffic heading for Blackpool SC/Brother Delaney Rd/Old Mallow Road would greatly alleviate flow issues here.
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The proposal to have filtered permeability applied to Spring Lane is absolutely crazy. Spring Lane provides a much-needed relief road for
Blackpool/Dublin Street area. This is particularly important if there are incidents in the area, e.g. a large artic truck unable to proceed up Dublin Hill due
to railway bridge height restriction (often happens) or a broken down car in the narrow funnel of Dublin Street/Thomas Davis St bringing traffic down to
one lane and so on. With little to no other options of alternative routes in this location, taking away the only possible escape road is madness! It's not as
if this is a very heavy traffic road anyway in comparison to the throughput on the main arteries. I would note though that the junction between Spring
Lane and Ballincollie Road (below the entrance to the Glen GAA grounds) needs an additional speed bump on Spring Lane just before the junction as,
despite the STOP sign there, cars often race out from Spring Lane at speeds that cannot possibly allow safe observation of traffic coming down the hill
(past the Glen GAA entrance).
The proposal to put a bus gate on Dublin St/Thomas Davis St at Spring Lane junction effectively redirects ALL inbound traffic up Dublin Hill. There are
many issues with this:
Drivers of many vehicles struggle to negotiate the turn from Redforge Road onto Dublin Hill with any speed whatsoever. Many are extremely slow and
hesitant, sometimes even stopping during the manoeuvre. Forcing many more cars to take this turn instead of travelling straight ahead at reasonable
speed will result in even slower traffic movement than currently is experienced at this junction, which will not help flow
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Issue #2 is that the pedestrian lights at the Library/PTSB/Blackpool Travel/House of Handsome are not co-ordinated with the lights at the Dublin Hill junction (which I'll come to separately). This means that you can have a green at the crossing light but a red at Dublin Hill junction OR, worse still, you can have a red at the crossing light while a green is available at the Dublin Hill junction and so, even though inbound traffic should be moving, it cannot, I'll also note that the proximity of this crossing to the Dublin Hill junction means that some motorists going in both directions do not adequately observe its lights and it is one that I regularly note cars driving through on red lights. It is unclear if these crossing lights are being retained or will be replaced by the proposed new signal controlled lights at the SC junction at Domino's Pizza/Library? The Dublin Hill junction should be thoroughly re-profiled to allow for better overall flow: The extensive footpath "peninsula" near Geaneys/The Groves just effectively to provide parking for people using Paddy Powers. The lack of a set-down/pick-up area for the 2 pubs there also means that taxis and private vehicles often temporarily block the main thoroughfare when doing set-downs/pick-ups. The current diagonally-oriented car parking spaces outside The Groves could be reoriented to be parallel to the footpath and free up ~1 metre or more in road width. This space can then be used to give more space to the junction. Instead of the current proposal to have an outbound bus lane on inside a single traffic lane, there should be an all-traffic "straight-ahead" lane where the bus lane is currently being proposed and then there should be a right-turn (for Dublin Hill) lane to the right (where the current all-traffic lane is). The main reason for outbound congestion and tail-backs at this junction is mostly because right-turning traffic for Dublin Hill quickly blocks outbound traffic heading for Blackpool SC/Brother Delaney Rd/Old Mallow Road. If there are more than 2 or 3 cars turning right then outbound traffic heading for Blackpool SC/Brother Delaney Rd/Old Mallow Road cannot proceed. Allowing better queuing of right-turning traffic for Dublin Hill while providing a straight-ahead filter lane to the left for traffic heading for Blackpool SC/Brother Delaney Rd/Old Mallow Road would greatly alleviate flow issues here. The proposal to have filtered permeability applied to Spring Lane is absolutely crazy. Spring Lane provides a much-needed relief road for Blackpool/Dublin Street area. This is particularly important if there are incidents in the area, e.g. a large artic truck unable to proceed up Dublin Hill due to railway bridge height restriction (often happens) or a broken down car in the narrow funnel of Dublin Street/Thomas Davis St bringing traffic down to one lane and so on. With little to no other options of alternative routes in this location, taking away the only possible escape road is madness! It's not as if this is a very heavy traffic road anyway in comparison to the throughput on the main arteries. I would note though that the junction between Spring Lane and Ballincollie Road (below the entrance to the Glen GAA grounds) needs an additional speed bump on Spring Lane just before the junction as, despite the STOP sign there, cars often race out from Spring Lane at speeds that cannot possibly allow safe observation of traffic coming down the hill (past the Glen GAA entrance). The proposal to put a bus gate on Dublin St/Thomas Davis St at Spring Lane junction effectively redirects ALL inbound traffic up Dublin Hill. There are many issues with this: Drivers of many vehicles struggle to negotiate the turn from Redforge Road onto Dublin Hill with any speed whatsoever. Many are extremely slow and hesitant, sometimes even stopping during the manoeuvre. Forcing many more cars to take this turn instead of travelling straight ahead at reasonable speed will result in even slower traffic movement than currently is experienced at this junction, which will not help flow It is often the case that traffic coming down Dublin Hill does not correctly observe the offset stop-line for turning right onto Redforge Road and/or are caught out by tailbacks from a red-light being active at the pedestrian crossing at Library/PTSB/Blackpool Travel/House of Handsome resulting in such traffic being out of position in the intersection and creating an obstacle for cars turning up from Redforge Road onto Dublin Hill (particularly larger vehicles such as long wheelbase vans etc.). With the greater number of vehicles being forced to turn up Dublin Hill, it is far more probable that vehicles that are unable to negotiate such out-of-position vehicular obstacles will be stuck on the corner until the situation resolves (not an uncommon occurrence at present) and thus will further reduce inbound flow from Redforge Road The skew/chicane at Dublin Hill railway bridge presents a challenge for some incapable drivers and an opportunity for lane-cutting for many lazy drivers resulting in cars often being on the wrong side of the road going under the bridge. I've had numerous close-calls there myself with people taking liberties with the lane either through incompetence or nonchalance and increasing the volume of traffic negotiating that section makes a head-on accident there more likely (this will have the effect of closing the one remaining road out the area under current plans so what's the back-up plan then?) 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Redirected traffic is proposed to use Hawthorn estate as the run through to Ballincollie road. Has anyone looked at this? It is ridiculous! Hawthorn has 6 speed bumps and is already slow and awkward with on-street, residential parking essentially bringing it down to a one-lane, stop-go system as it is. The junction with Ballincollie road is awkward, not designed for heavy use and subject to gravel run-off from nearby drives in heavy rains. The recently reprofiled junction from Dublin Hill into Hawthorn (which made the entry and exit turns unnecessarily narrow and tight) also makes the turn difficult to navigate. This will result on extra queueing on Dublin Hill and is likely to increase accidents and delays at this junction. The junction and the street are utterly unsuitable for the proposed purpose and it effectively turns a currently quiet, residential area into an arterial thoroughfare. None of the other residential/estate roads linking Dublin Hill and Ballincollie Road are infrastructurally suitable for these purposes either.

What route can large articulated trucks take with current proposal? They can't go inbound on Dublin St and they won't fit up Dublin Hill with the bridge! Ballincollie Road is often made restrictively narrow when matches/events occur at the Glen GAA club. While it remains passable, parked cars on one side of the road make 2-way traffic slow and difficult in the narrowed space with the decreased visibility caused by the parked cars combined with the increased pedestrian traffic accessing the club meaning that extra care must be taken to avoid collisions. Directing extra traffic through this unsuitable route means that there is an increased risk of accidents in such circumstances.

As already mentioned in another point above, if this Hawthorn route were to be used then I would suggest that the junction between Spring Lane and Ballincollie Road (below the entrance to the Glen GAA grounds) needs an additional speed bump on Spring Lane just before the junction as, despite the STOP sign there, cars often race out from Spring Lane at speeds that cannot possibly allow safe observation of traffic coming down the hill past the Glen GAA entrance. The provision of new cycle lanes in the area should avoid the faults made elsewhere in the city where cycle lanes feature kinks that are not navigable on a bike without slowing massively (e.g. at Bachelor's Quay), where there is no clear delineation of the cycle lanes to avoid pedestrians wandering into them (which is a huge risk on the new ones in town on the quays, e.g. Patricks Quay), where is any awkward/unnatural turn radius (e.g. the curve at Albert/Kennedy Quay junction), where cycle lanes feature surfaces that are overly slick or dusty (e.g. Patricks Quay (slick) or Albert/Kennedy Quay junction (dusty) and where cycle lanes are difficult to clean so there is then a build-up of debris which both decreases grip/traction and increases likelihood of puncture (e.g. this is an issue in bike lane at Kyrl's Quay). 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Cathedral Walk hill also unsuitable for extra traffic. What is going on with the spaghetti cycle lane layout at John St/Cathedral Walk – seems like it could be simpler/shorter! Reduction of Cathedral Walk exit to North City Link road will reduce throughput of junction. To allow buses to turn in from North City Link road, the stop line for inbound traffic on Cathedral Walk is going to have to be fairly far back from the junction. This will create issues with drivers not being able to properly observe traffic on Leitrim St, especially when it is busy, and they may improperly attempt to make that turn when there is not enough room/clearance to do so and cause further blockages in that junction for traffic in both directions. General commentary I regularly drive, cycle, walk in and around Cork city and also take the bus into town with my young family from time to time. I am not tied to a single mode of transport and like to think that I can see most of the issues from more than one perspective. I have been resident in the Dublin Hill area for the last 7 years having previously being resident in the Lower John Street area. I have worked in the Model Farm Road and Monahan Road areas in the last decade - the latter suffers terribly from a lack of options to get to the the northside, particularly when traffic is heavy. In general Cork, and Cork's northside in particular, is blighted by lack of a road network (load-balancing, alternative routes). Taking the shortest path for efficiency or using alternative routes when traffic is heavy is often made difficult if not impossible by cul-de-sacs, one-way systems, pre-existing structures etc. It doesn't take much for an issue on one artery to cause massive chaos elsewhere as traffic lacks any means to divert to alternative routes and, when they can, those routes are often already at capacity. As someone who lives on the northside but has worked on the southside for many years, this is often painfully apparent when attempting to cross the river. There are fewer bridges crossing to the northside than the southside of Cork and Cork badly needs at least 2 more bridges going northbound (from Bishopstown/Model Farm Road area to Lee Road/Blarney Road AND from Blackrock Rd/Marina over to Tivoli/North Ring road) to adequately spread the load and provide traffic with an alternative means of going to/coming from the northside. Due to a lack of available alternative routes and bridges, I am forced to drive through the city centre to return to Dublin Hill/Ballyvolane area even though I'd much rather avoid it. I'm sure that the same is true of many other drivers and much congestion around the city centre could be alleviated were there to be a few more means of getting across the river. It would also mean that, when an incident occurs on the South Ring, there are more load-sharing roads to take the resulting diverting traffic rather than the South Link just backing up and Albert Road area coming to a complete standstill.

NTA-C14-259	Reduced traffic capacity at the North City Link Road/Brothers Delaney Road/Pophams Road/Old Commons Road combined intersections. This set of junctions is already a terrible setup and struggles to function adequately particularly on the Pophams Road side and anyone who has to use it regularly will attest to that. Reducing traffic capacity on the Pophams Road side to add 2 tiny bus lanes seems like insanity to me and just serves to make traffic	Please see the NTA's response to Issue 1 in this report
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This means that you can have a green at the crossing light but a red at Dublin Hill junction OR, worse still, you can have a red at the crossing light while a green is available at the Dublin Hill junction and so, even though inbound traffic should be moving, it cannot, I'll also note that the proximity of this crossing to the Dublin Hill junction means that some motorists going in both directions do not adequately observe its lights and it is one that I regularly note cars driving through on red lights. It is unclear if these crossing lights are being retained or will be replaced by the proposed new signal controlled lights at the SC junction at Domino's Pizza/Library? The Dublin Hill junction should be thoroughly re-profiled to allow for better overall flow: The extensive footpath "peninsula" near Geaneys/The Groves just effectively to provide parking for people using Paddy Powers. 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Forcing many more cars to take this turn instead of travelling straight ahead at reasonable speed will result in even slower traffic movement than currently is experienced at this junction, which will not help flow

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Drivers of many vehicles struggle to negotiate the turn from Redforge Road onto Dublin Hill with any speed whatsoever. Many are extremely slow and hesitant, sometimes even stopping during the manoeuvre. Forcing many more cars to take this turn instead of travelling straight ahead at reasonable speed will result in even slower traffic movement than currently is experienced at this junction, which will not help flow

It is often the case that traffic coming down Dublin Hill does not correctly observe the offset stop-line for turning right onto Redforge Road and/or are caught out by tailbacks from a red-light being active at the pedestrian crossing at Library/PTSB/Blackpool Travel/House of Handsome resulting in such traffic being out of position in the intersection and creating an obstacle for cars turning up from Redforge Road onto Dublin Hill (particularly larger vehicles such as long wheelbase vans etc.). With the greater number of vehicles being forced to turn up Dublin Hill, it is far more probable that vehicles that are unable to negotiate such out-of-position vehicular obstacles will be stuck on the corner until the situation resolves (not an uncommon occurrence at present) and thus will further reduce inbound flow from Redforge Road

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This means that you can have a green at the crossing light but a red at Dublin Hill junction OR, worse still, you can have a red at the crossing light while a green is available at the Dublin Hill junction and so, even though inbound traffic should be moving, it cannot. I'll also note that the proximity of this crossing to the Dublin Hill junction means that some motorists going in both directions do not adequately observe its lights and it is one that I regularly note cars driving through on red lights. It is unclear if these crossing lights are being retained or will be replaced by the proposed new signal controlled lights at the SC junction at Domino's Pizza/Library? The Dublin Hill junction should be thoroughly re-profiled to allow for better overall flow: The extensive footpath "peninsula" near Geaneys/The Groves just effectively to provide parking for people using Paddy Powers. The lack of a set-down/pick-up area for the 2 pubs there also means that taxis and private vehicles often temporarily block the main thoroughfare when doing set-downs/pick-ups. The current diagonally-oriented car parking spaces outside The Groves could be reoriented to be parallel to the footpath and free up ~1 metre or more in road width. This space can then be used to give more space to the junction. Instead of the current proposal to have an outbound bus lane on inside a single traffic lane, there should be an all-traffic "straight-ahead" lane where the bus lane is currently being proposed and then there should be a right-turn (for Dublin Hill) lane to the right (where the current all-traffic lane is). The main reason for outbound congestion and tail-backs at this junction is mostly because right-turning traffic for Dublin Hill quickly blocks outbound traffic heading for Blackpool SC/Brother Delaney Rd/Old Mallow Road. If there are more than 2 or 3 cars turning right then outbound traffic heading for Blackpool SC/Brother Delaney Rd/Old Mallow Road cannot proceed. Allowing better queuing of right-turning traffic for Dublin Hill while providing a straight-ahead filter lane to the left for traffic heading for Blackpool SC/Brother Delaney Rd/Old Mallow Road would greatly alleviate flow issues here. The proposal to have filtered permeability applied to Spring Lane is absolutely crazy. Spring Lane provides a much-needed relief road for Blackpool/Dublin Street area. This is particularly important if there are incidents in the area, e.g. a large artic truck unable to proceed up Dublin Hill due to railway bridge height restriction (often happens) or a broken down car in the narrow funnel of Dublin Street/Thomas Davis St bringing traffic down to one lane and so on. With little to no other options of alternative routes in this location, taking away the only possible escape road is madness! It's not as if this is a very heavy traffic road anyway in comparison to the throughput on the main arteries. I would note though that the junction between Spring Lane and Ballincollie Road (below the entrance to the Glen GAA grounds) needs an additional speed bump on Spring Lane just before the junction as, despite the STOP sign there, cars often race out from Spring Lane at speeds that cannot possibly allow safe observation of traffic coming down the hill (past the Glen GAA entrance). The proposal to put a bus gate on Dublin St/Thomas Davis St at Spring Lane junction effectively redirects ALL inbound traffic up Dublin Hill. There are many issues with this: Drivers of many vehicles struggle to negotiate the turn from Redforge Road onto Dublin Hill with any speed whatsoever. Many are extremely slow and hesitant, sometimes even stopping during the manoeuvre. Forcing many more cars to take this turn instead of travelling straight ahead at reasonable speed will result in even slower traffic movement than currently is experienced at this junction, which will not help flow It is often the case that traffic coming down Dublin Hill does not correctly observe the offset stop-line for turning right onto Redforge Road and/or are caught out by tailbacks from a red-light being active at the pedestrian crossing at Library/PTSB/Blackpool Travel/House of Handsome resulting in such traffic being out of position in the intersection and creating an obstacle for cars turning up from Redforge Road onto Dublin Hill (particularly larger vehicles such as long wheelbase vans etc.). With the greater number of vehicles being forced to turn up Dublin Hill, it is far more probable that vehicles

Link Road to block cars exiting Dunnes. This can lead to cars being trapped in gueues in Dunnes' car park even if they are heading in the other direction.

that are unable to negotiate such out-of-position vehicular obstacles will be stuck on the corner until the situation resolves (not an uncommon occurrence at present) and thus will further reduce inbound flow from Redforge Road

The skew/chicane at Dublin Hill railway bridge presents a challenge for some incapable drivers and an opportunity for lane-cutting for many lazy drivers resulting in cars often being on the wrong side of the road going under the bridge. I've had numerous close-calls there myself with people taking liberties with the lane either through incompetence or nonchalance and increasing the volume of traffic negotiating that section makes a head-on accident there more likely (this will have the effect of closing the one remaining road out the area under current plans so what's the back-up plan then?)

What about the oft mooted use of the rail-yard at Dublin Hill as a commuter station? Should that ever come to pass then the increased traffic in the area will hinder development of this and indeed will hinder any pedestrian access to same – something that a small commuter station will surely want to encourage rather than hinder!

Exiting the many existing housing estates/roads on Dublin Hill is already difficult at peak times. There may be no simultaneous gap in the traffic going up and down to allow you to exit OR there may be such queues inbound that visibility of traffic coming up the hill is massively compromised. Increasing traffic volume on the hill will make this bad situation worse.

Redirected traffic is proposed to use Hawthorn estate as the run through to Ballincollie road. Has anyone looked at this? It is ridiculous! Hawthorn has 6 speed bumps and is already slow and awkward with on-street, residential parking essentially bringing it down to a one-lane, stop-go system as it is. The junction with Ballincollie road is awkward, not designed for heavy use and subject to gravel run-off from nearby drives in heavy rains. The recently reprofiled junction from Dublin Hill into Hawthorn (which made the entry and exit turns unnecessarily narrow and tight) also makes the turn difficult to navigate. This will result on extra queueing on Dublin Hill and is likely to increase accidents and delays at this junction. The junction and the street are utterly unsuitable for the proposed purpose and it effectively turns a currently quiet, residential area into an arterial thoroughfare. None of the other residential/estate roads linking Dublin Hill and Ballincollie Road are infrastructurally suitable for these purposes either.

What route can large articulated trucks take with current proposal? They can't go inbound on Dublin St and they won't fit up Dublin Hill with the bridge! Ballincollie Road is often made restrictively narrow when matches/events occur at the Glen GAA club. While it remains passable, parked cars on one side of the road make 2-way traffic slow and difficult in the narrowed space with the decreased visibility caused by the parked cars combined with the increased pedestrian traffic accessing the club meaning that extra care must be taken to avoid collisions. Directing extra traffic through this unsuitable

route means that there is an increased risk of accidents in such circumstances.

As already mentioned in another point above, if this Hawthorn route were to be used then I would suggest that the junction between Spring Lane and Ballincollie Road (below the entrance to the Glen GAA grounds) needs an additional speed bump on Spring Lane just before the junction as, despite the STOP sign there, cars often race out from Spring Lane at speeds that cannot possibly allow safe observation of traffic coming down the hill past the Glen GAA entrance.

The provision of new cycle lanes in the area should avoid the faults made elsewhere in the city where cycle lanes feature kinks that are not navigable on a bike without slowing massively (e.g. at Bachelor's Quay), where there is no clear delineation of the cycle lanes to avoid pedestrians wandering into them (which is a huge risk on the new ones in town on the quays, e.g. Patricks Quay), where is any awkward/unnatural turn radius (e.g. the curve at Albert/Kennedy Quay junction), where cycle lanes feature surfaces that are overly slick or dusty (e.g. Patricks Quay (slick) or Albert/Kennedy Quay junction (dusty) and where cycle lanes are difficult to clean so there is then a build-up of debris which both decreases grip/traction and increases likelihood of puncture (e.g. this is an issue in bike lane at Kyrl's Quay).

The junction of Thomas Davis St and the Old Commons Road should be re-profiled to provide a right-turning filter lane with some car-parking spaces removed on the east of the street to allow remaining inbound traffic to flow by towards city centre. It is often the case that just one right-turning car can block the rest of traffic from moving here.

Some consideration might be given to allowing inbound traffic on Watercourse Road access the inbound side of the North City Link Road. This would reduce inbound some traffic flow on Watercourse Road.

The bus gate at Watercourse Road also doesn't make much sense there is very little outbound congestion between here and O'Connell St. Where is outbound traffic from John St supposed to go? With the Cathedral Walk junction with the North City Link down to one lane, it will be difficult to have good throughput here. Seems unnecessary and yet again cuts off another possible escape road in area already starved of alternative routes. Cathedral

Walk hill also unsuitable for extra traffic. What is going on with the spaghetti cycle lane layout at John St/Cathedral Walk – seems like it could be simpler/shorter!
Reduction of Cathedral Walk exit to North City Link road will reduce throughput of junction. To allow buses to turn in from North City Link road, the stop
line for inbound traffic on Cathedral Walk is going to have to be fairly far back from the junction. This will create issues with drivers not being able to
properly observe traffic on Leitrim St, especially when it is busy, and they may improperly attempt to make that turn when there is not enough
room/clearance to do so and cause further blockages in that junction for traffic in both directions.
General commentary
I regularly drive, cycle, walk in and around Cork city and also take the bus into town with my young family from time to time. I am not tied to a single
mode of transport and like to think that I can see most of the issues from more than one perspective. I have been resident in the Dublin Hill area for the
last 7 years having previously being resident in the Lower John Street area. I have worked in the Model Farm Road and Monahan Road areas in the last
decade – the latter suffers terribly from a lack of options to get to the the northside, particularly when traffic is heavy.
In general Cork, and Cork's northside in particular, is blighted by lack of a road network (load-balancing, alternative routes). Taking the shortest path for
efficiency or using alternative routes when traffic is heavy is often made difficult if not impossible by cul-de-sacs, one-way systems, pre-existing
structures etc.
It doesn't take much for an issue on one artery to cause massive chaos elsewhere as traffic lacks any means to divert to alternative routes and, when
they can, those routes are often already at capacity.
As someone who lives on the northside but has worked on the southside for many years, this is often painfully apparent when attempting to cross the
river. There are fewer bridges crossing to the northside than the southside of Cork and Cork badly needs at least 2 more bridges going northbound (from
Bishopstown/Model Farm Road area to Lee Road/Blarney Road AND from Blackrock Rd/Marina over to Tivoli/North Ring road) to adequately spread the
load and provide traffic with an alternative means of going to/coming from the northside.
Due to a lack of available alternative routes and bridges, I am forced to drive through the city centre to return to Dublin Hill/Ballyvolane area even though
I'd much rather avoid it. I'm sure that the same is true of many other drivers and much congestion around the city centre could be alleviated were there
to be a few more means of getting across the river. It would also mean that, when an incident occurs on the South Ring, there are more load-sharing
roads to take the resulting diverting traffic rather than the South Link just backing up and Albert Road area coming to a complete standstill.
A proper outer North Ring Orbital Road is also sorely needed and should be put in place before city expansion prevents the choosing and building of an
optimal route.
As a regular cyclist, I would repeat a point made above that new cycling infrastructure should avoid the faults made elsewhere in the city where cycle
lanes feature kinks that are not navigable on a bike without slowing massively (e.g. at Bachelor's Quay), where there is no clear delineation of the cycle
lanes to avoid pedestrians wandering into them (which is a huge risk on the new ones in town on the quays, e.g. Patricks Quay), where is any
awkward/unnatural turn radius (e.g. the curve at Albert/Kennedy Quay junction), where cycle lanes feature surfaces that are overly slick or dusty (e.g.
Patricks Quay (slick) or Albert/Kennedy Quay junction (dusty)) and where cycle lanes are difficult to clean so there is then a build-up of debris which both
decreases grip/traction and increases likelihood of puncture (e.g. this is an issue in bike lane at Kyrl's Quay).
In my experience, especially around Blackpool, the bus is as likely to be the cause of traffic congestion rather than being subject to it due to the narrow,
tight roads and traffic being unable to get around a bus at a stop.
It cannot be denied that some traffic congestion does occur in Blackpool and principally at 4 key points
1) Dublin Hill junction due to lack of sync in lights present for inbound traffic and lack of a right-turning lane for outbound traffic heading to Dublin Hill
2) At the Thomas Davis St junction with the Old Commons Road. Again a right-turning lane here to stop right-turning traffic blocking inbound traffic
would greatly help flow
3) The North Ring/O'Connell St offset junction. This was a design disaster from the outset. I don't have any good suggestions for this that are realistically
practicable without large scale work aside from perhaps allowing inbound traffic on Watercourse Road access the inbound side of the North City Link Road.
4) The Bros Delaney/Pophams Road/North City Link intersection. Another design disaster! Again I don't have any good suggestions for this that are
4) The Bros Delaney/Pophanis Road/North City Link Intersection. Another design disaster: Again 1 don't have any good suggestions for this that are realistically practicable without large scale work.
I do believe that once points 1 and 2 above were addressed though that flow through central Blackpool would be greatly improved. It should also be
To believe that once points 1 and 2 above were addressed though that now through central blackpool would be greatly improved. It should also be

	noted that the flow is only moderately poor at peak times and is actually ok at other times. Even at the North Ring/O'Connell St offset junction, things generally do move ok. I do my best to avoid the Bros Delaney/Pophams Road/North City Link intersection. I don't believe that the Bus Connects interventions are necessary for Blackpool and what is proposed seems overly invasive, disruptive and restrictive to residents and regular users. If you wanted to bring traffic from Dublin St to the North Ring road then there was plenty of opportunity and space to do this via lower Spring Lane and the previously-vacant ground there where apartment blocks are now being built. This could have been at least partially used to provide a proper relief road/connection from Blackpool to the North ring but instead the proposal is basically to cut Blackpool and its residents off from their shortest path into the Blackpool environs and to the city centre, while increasing traffic noise, pollution and risk for residents and users of Dublin Hill/Ballyvolane. Accessing Blackpool outbound from the North City Link/North Ring is frankly slow and terrible. The junction at the New Furniture centre is the result of a poor design decision and does not flow well while continuing on through the North City Link/North Ring intersection to access via Ballincollie Road at the Fire Station often involves multiple cycles of the lights there as often only a few outbound cars get through on any sequence there (further complicated by proximate pedestrian lights coming from the Glen over to Blackpool). Try to go via North City Link to Bros Delaney/Pophams Road/North City Link intersection uses at tal. Local traffic for access to schools, local clubs, activities and businesses will be deeply affected by these moves. The local population is seeing increasing diversity and vibrancy but does have many inhabitants who are of advancing years or, due to lower socio-economic backgrounds, have health and/or lifestyle issues that make them less suited to sustain	
NTA-C14-264	My concern would be the back up of traffic in Glen Heights Road, The infrastructure is not suitable for what is suggested with construction underway in Ballyvolane already their will be gridlock which will affect residents dropping kids to school and going to work	Please see the NTA's response to Issue 9 in this report
NTA-C14-269	As a resident of Whites Cross I travel through Blackpool by car numerous times a day. I always find the traffic to be free flowing through Blackpool and Watercourse Road. I regularly pull in to a parking space to use the pharmacy, laundrette, fish shop, cake shop and I also pull in to T and A Building Supplies and O'Reilly's Garage. The new proposed bus corridor and removal of set down and parking spaces will prevent me from accessing the businesses I have mentioned above. For years Blackpool has been neglected by Cork City Council and I believe any prospect of regenerating Blackpool village will be impossible if it becomes a bus corridor. It will in my opinion lead to the closure of businesses and more dereliction in an area that can ill afford it. Directing traffic at the Grotto to the already congested junction at Blackpool shopping centre will only lead to traffic diverting through parks like Hawthorn Mews, Thorndale and Glenheights causing more traffic in these areas.	Please see the NTA's response to Issue 5 in this report
NTA-C14-269	As a resident of Whites Cross I travel through Blackpool by car numerous times a day. I always find the traffic to be free flowing through Blackpool and Watercourse Road. I regularly pull in to a parking space to use the pharmacy, laundrette, fish shop, cake shop and I also pull in to T and A Building Supplies and O'Reilly's Garage. The new proposed bus corridor and removal of set down and parking spaces will prevent me from accessing the businesses I have mentioned above. For years Blackpool has been neglected by Cork City Council and I believe any prospect of regenerating Blackpool village will be impossible if it becomes a bus corridor. It will in my opinion lead to the closure of businesses and more dereliction in an area that can ill afford it. Directing traffic at the Grotto to the already congested junction at Blackpool shopping centre will only lead to traffic diverting through parks like Hawthorn Mews, Thorndale and Glenheights causing more traffic in these areas.	Please see the NTA's response to Issue 13 in this report
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NTA-C14-279	 I regularly go down to Blackpool Shopping Centre for the Library, shopping and coffee. I am unable to walk long distances. But with the new Bus gates we will have to drive twice as far. How is that contributing to carbon reduction?? And there is no bus from where i live to Blackpool. Also the redirecting of traffic at Dublin hill junction will put more traffic on the road between Blackpool shopping centre and Blackpool retail park. Making it dangerous for pedestrians to cross where we currently do. 	Please see the NTA's response to Issue 9 in this report
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NTA-C14-279	will have to drive twice as far. How is that contributing to carbon reduction?? And there is no bus from where i live to Blackpool. Also the redirecting of traffic at Dublin hill junction will put more traffic on the road between Blackpool shopping centre and Blackpool retail park. Making it dangerous for pedestrians to cross where we currently do. I really think the planners need to put themselves in the place of the elderly & infirm. The very few bike users i see are young.	Please see the NTA's response to Issue 6 in this report
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NTA-C14-279	I regularly go down to Blackpool Shopping Centre for the Library, shopping and coffee. I am unable to walk long distances. But with the new Bus gates we will have to drive twice as far. How is that contributing to carbon reduction?? And there is no bus from where i live to Blackpool. Also the redirecting of traffic at Dublin hill junction will put more traffic on the road between Blackpool shopping centre and Blackpool retail park. Making it dangerous for pedestrians to cross where we currently do.	Please see the NTA's response to Issue 11 ir this report

NTA-C14-286	This will affect my route to work and ability to get my shopping done I blackpool	Please see the NTA's response to Issue 8 in this report
NTA-C14-301	These changes being made will disrupt this whole area not allowing people to drive through black pool will impact businesses in the area and also residents who need on street parking it can't be sustainable if it causes disruption and chaos to the area this is why I disagree with busconnect	Please see the NTA's response to Issue 8 in this report
NTA-C14-301	These changes being made will disrupt this whole area not allowing people to drive through black pool will impact businesses in the area and also residents who need on street parking it can't be sustainable if it causes disruption and chaos to the area this is why I disagree with busconnect	Please see the NTA's response to Issue 13 in this report
NTA-C14-304	I strongly object to this plan, it is going to massively impact traffic in a very negative manner. Closing off watercourse road and old Blackpool to traffic is insane the link road can barely cope with the amount of traffic as is, the bus corridor is going to be of no benefit to vast majority of people who travel from country areas as there is no park and ride facilities for north side of city, and also no adequate bus service. Diverting traffic in to an area that is already a bottleneck is insane. A bus service is necessary but not at the cost to other road users, blocking access to streets and roads for a bus is no the answer. This proposal will easily add an additional 30 to my journey to work because I'm being diverted to an area with several sets of traffic lights that is already backlogged with traffic, never mind the tailbacks it's going to create on Dublin Hill. As for going in to the city or Blackpool shopping centre this proposal is just creating traffic pollution and longer travel times in traffic for people. Provide a proposal that actually takes all areas and people in to consideration please. Also the effect this is going to have on businesses in Blackpool is going to be detrimental. Blackpool needs to be rejuvenated this plan will do the opposite.	Please see the NTA's response to Issue 9 in this report
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NTA-C14-305	To whom it may concern We strongly oppose these ridiculous plans for our area, the residents and businesses in Blackpool will see no benefit to your preposterous ideas. You should leave the people of Blackpool alone and withdraw these ridiculous plans as soon as possible. Warm Regards, Mrs Geraldine and Mr Declan O Sullivan	Please see the NTA's response to Issue 14 i this report
NTA-C14-309	As a resident of commons road, with young children. I cannot understand how the proposed, removal of our on street parking and addition of cycle lanes with one way traffic is viewed as acceptable. There are no places to park our cars, if this happens. How do we take our children to Creche before heading to work? Not only that the speed cars will now travel at in a one way direction - someone will be killed The idea is ludicrous!	Please see the NTA's response to Issue 13 i this report
NTA-C14-309	As a resident of commons road, with young children. I cannot understand how the proposed, removal of our on street parking and addition of cycle lanes with one way traffic is viewed as acceptable. There are no places to park our cars, if this happens. How do we take our children to Creche before heading to work? Not only that the speed cars will now travel at in a one way direction - someone will be killed The idea is ludicrous!	Please see the NTA's response to Issue 13 i this report
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NTA-C14-310	There seems to be a concerted effort, with money behind it, to get this plan shelved. I've received nicely designed and printed flyers in my mail, and friends have received petitions in the mail about the bus gates. I believe the public and local business should have a right to shape these decisions but I'm concerned as to who is pushing this hard and spending money for this? There's no name associated with these flyers and that's concerning to me.	Please see the NTA's response to Issue 20 this report

	Personally, as a bus user, I would love to see quicker and more reliable buses so I support the bus gate plan, unless and until I'm convinced otherwise by a named organisation I trust.	
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NTA-C14-318	Im completely against the proposal as it will unduly hit businesses in the village of Blackpool and casuse traffic to back up on Dublin hill	Please see the NTA's response to Issue 8 in this report
NTA-C14-318	Im completely against the proposal as it will unduly hit businesses in the village of Blackpool and casuse traffic to back up on Dublin hill	Please see the NTA's response to Issue 9 in this report
NTA-C14-323	As a resident of Whitechurch the link through Blackpool village to the city is vital. Diverting traffic onto an already busy if not chaotic junction at Blackpool shopping centre makes no sense. Diverting traffic up Dublin Hill will increase traffic through estates where kids and sports clubs are active. This is an accident waiting to happen. Has there been any consideration given to the business' of Blackpool village. It is already neglected by putting a dual carriageway through it and now this could be the final straw for business' who have been there for decades. Please reconsider this route	Please see the NTA's response to Issue 9 in this report
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NTA-C14-332	Thank you for the opportunity to make a submission in relation to STC - C Blackpool. You will by now be aware of the concern in the locality about the proposals for the bus corridor. The people of Dublin Hill have always considered themselves part of Blackpool and it comes as a surprise that we should seem to be excluded as just passers-by through Blackpool. In fact there is the shopping centre but many other businesses in Blackpool that we use shops, cafes, church, restaurants, launderettes, bakeries, barbers, car repairs, stage school etc. Small businesses depending on the support of the local community from Dublin Hill, Farranree, Mallow Road, Kilcully and surrounds. Many people cross the valley of Blackpool to attend schools and to get to work, often requiring multiple drops or pickups in different locations. Your proposals significantly impact how people go about their normal business and will disadvantage them to clear a space for buses eventhough Blackpool does not cause a significant delay for buses. I would say that people understand that more space needs to be created for buses and cycle lanes as part of environmental solutions but this needs to be done in a fair way for all, not in a manner that pushes people into queues and slow traffic which your proposal would do. Inbound (towards the city) general traffic will be directed onto: Dublin Hill Lower, Redforge Road/Brothers Delaney Road to the N20 (Bus Connects) Inbound: The Grotto at Dublin Hill is a very busy turn already. The proposal would cause all traffic coming down Dublin Hill to come into a single lane which will result in tailbacks uphill and beyond the bridge, which happens regularly already. Turning left from Redforge Road onto Brothers Delany road the route is already busy and traffic is slow moving. Outbound: The Redforge Road to the shopping centre is impacted by an access and egress to the shopping centre on to redforge Road. The junction N20, Pophams Road and Brothers Delaney Road is difficult to cross. While much traffic waits to hea	Please see the NTA's response to Issue 20 in this report

lighting arrangements drivers regularly cross the junction without clearing it to make the next set of lights, often blocking the lane from the City Centre to Blarney until the junction clears. The shopping centre attracts significant volumes of traffic and queues regularly occur at the cross roads at Brothers Delaney Road between the Shopping Centre and Retail Park. Often traffic coming from Redforge Road heading to the N20 must wait two or three light transitions before getting a move. If the railway station uses the retail park as a car park and ride it will increase the amount of time spent in car as they queue to exit the retail park. Exiting the retail park takes an amount of time, because of volumes of traffic. or Ballincollie Road to the North Ring Road (adiacent to the Ballyvolane Fire Station). (Bus Connects) Lower Dublin Hill to Ballicollie Road: The closest turn from Lower Dublin Hill to Ballincollie Road is via Hawthorn Mews. 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If the railway station uses the retail park as a car park and ride it will increase the amount of time spent in car as they queue to exit the retail park. Exiting the retail park takes an amount of time, because of volumes of traffic. or Ballincollie Road to the North Ring Road (adjacent to the Ballyvolane Fire Station). (Bus Connects) Lower Dublin Hill to Ballicollie Road: The closest turn from Lower Dublin Hill to Ballincollie Road is via Hawthorn Mews. This route from Dublin Hill Lower to the N20 is a diversion of sbout 1km. Hawthorn Mews is a very narrow residential estate with residents necessarily parking their cars on both sides of the road. An informal contraflow arrangement exists at changing pinchpoints, depending on where cars are parked on both sides of the road. This proposal would increase the number of cars turning right from Hawthorn Mews onto the Ballincollie Road. 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The bus gates as proposed for Thomas Davis Street and Watercourse will therefore prevent people from accessing local services. North Pres school whose parents' preferred set down area is on Cathedral Walk will be prohibited access to Cathedral walk, thus drop offs and pick up will necessarily happen on Gerald Griffin Street, which would be a very unsafe arrangement and significantly obstruct rush hour traffic. People using services on Thomas Davis Street or Watercourse Road will be prohibited access either 24/7 or at peak times and they may find themselves answering to the courts, explaining that they had reason to be in the zones. This appears to impact their right to freedom of movement, having to explain what they were doing in a street at the time. Also, to suggest that people adjust the times or locations that they carry out their business is another imposition on their freedoms that would be an unintended consequence of the bus gates.

About the Consultation

Open Day

The choice of venue for consultation on Blackpool issues would have worked against attracting a large turnout from the Blackpool area. Blarney Road approximately 5km from the transport corridor under review was possibly the most inaccessible site to choose. There is no direct bus service passing the venue. For a person from Dublin Hill or Blackpool at least two bus services are required and then they would have to walk another 1 km approx. from the nearest bus stop to the venue and the same for the return trip. People from Blackpool would be unfamiliar with the St. Vincent's premises on Blarney Road, in fact I have been informed by two well informed persons that they attended the more familiar St. Vincents Sports grounds on Kilmore Road first, in error. It would have been better to choose a venue in Farranree or Churchfield where the buses no 203 and 202 pass nearby and I understand Blackpool Community Centre was offered as a venue too.

The venue: On reaching the venue on the day there was no branding to confirm that I was outside the correct building and nothing to guide me as to where the consultation was taking place. I found the display by accessing the building by way of the emergency doors which were just a little bit ajar with nothing on the outside of the door to indicate that Bus Connects open day was happening inside.

The Community Forum meeting again was held in McSwiney College, over 3km from the corridor under discussion. Again a venue closer to Blackpool would have been preferable. In any event your limitation of two community group members limited the attendance considerably and the preponderance of the discussion was about the 202 route owing to the large attendance from Harbour View Road.

The next open day and community meeting should be held in a setting more suitable for participation of the people of Blackpool and surrounds. Representation:

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This appears to impact their right to freedom of movement, having to explain what they were doing in a street at the time. Also, to suggest that people adjust the times or locations that they carry out their business is another imposition on their freedoms that would be an unintended consequence of the bus gates. About the Consultation Open Day

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NTA 614 222	Thank you for the opportunity to make a submission in relation to STC - C Blackpool. You will by now be aware of the concern in the locality about the	Please see the NTA's response to Issue 21 in
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I would say that people understand that more space needs to be created for buses and cycle lanes as part of environmental solutions but this needs to be done in a fair way for all, not in a manner that pushes people into queues and slow traffic which your proposal would do.

Inbound (towards the city) general traffic will be directed onto: Dublin Hill Lower, Redforge Road/Brothers Delaney Road to the N20 (Bus Connects) Inbound:

The Grotto at Dublin Hill is a very busy turn already. The proposal would cause all traffic coming down Dublin Hill to come into a single lane which will result in tailbacks uphill and beyond the bridge, which happens regularly already. Turning left from Redforge Road onto Brothers Delany road the route is already busy and traffic is slow moving.

Outbound:

The Redforge Road to the shopping centre is impacted by an access and egress to the shopping centre on to redforge Road. The junction N20, Pophams Road and Brothers Delaney Road is difficult to cross. While much traffic waits to head right towards Blarney there are a number of people that wish to cross the N20 onto Pophams Road. The junction of Pophams Road and the Commons Road is so short it is regularly full and because of a very slow traffic lighting arrangements drivers regularly cross the junction without clearing it to make the next set of lights, often blocking the lane from the City Centre to Blarney until the junction clears. The shopping centre attracts significant volumes of traffic and queues regularly occur at the cross roads at Brothers Delaney Road between the Shopping Centre and Retail Park. Often traffic coming from Redforge Road heading to the N20 must wait two or three light transitions before getting a move. If the railway station uses the retail park as a car park and ride it will increase the amount of time spent in car as they gueue to exit the retail park. Exiting the retail park takes an amount of time, because of volumes of traffic.

or Ballincollie Road to the North Ring Road (adjacent to the Ballyvolane Fire Station). (Bus Connects)

Lower Dublin Hill to Ballicollie Road:

The closest turn from Lower Dublin Hill to Ballincollie Road is via Hawthorn Mews. This route from Dublin Hill Lower to the N20 is a diversion of sbout 1km. Hawthorn Mews is a very narrow residential estate with residents necessarily parking their cars on both sides of the road. An informal contraflow arrangement exists at changing pinchpoints, depending on where cars are parked on both sides of the road. This proposal would increase the number of cars turning right from Hawthorn Mews onto the Ballincollie Road. The right turn onto the Ballincollie Road has limited view of traffic crossing from Glenheights Road onto Hawthorn Mews. Adding extra traffic to this narrow route will result in higher levels of frustration in drivers having to navigate onwards facing traffic in tight driving conditions as well as negotiating the already tricky right turn on to Ballincollie Road. Simlarly Glenthorn Drive is a residential estate with a wider carriageway. Traffic calming is to be provided over the coming months. It would add another 1 to 2 Kilometres to a drivers one way journey to the N20 Junction at the fire station. Traffic will divert to three residential roadways, Ballincollie Road, through Mervue or on to the Kinvara Link Road. Accessing the N20 using the Kinvara link road from either Dublin Hill or the Ballincollie Road, will increase traffic journeys by 3 to 4 Kilometres each way (when compared with Hawthorn Mews to the firestation on the N20. The Kinvara link exits on to the very busy Ballyhooley road and one would expect queues to develop while drivers negotiate the right turn to the N20. In addition there is a large amount of building works taking place along the Ballyhooley Road and the traffic has been blocked regularly to permit the works to proceed.

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Inbound: This bus gate is imposed at the start of Thomas Davis Street. It is unnessessary.

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Also, as a residential area people with cars will need space to park their cars. The houses on Thomas Davis Street are terraced and residents cannot remove their cars from the street. There are no public parking facilities near by. Eliminating parking on Thomas Davis street will just push the tenants to	
park elsewhere, possibly more in Spring Lane, under the by pass or Dublin Hill.	
Bus Gates in general	
Bus gates imply that no cars should breach the bus gates during the hours of operation. The St. Patrick's St. Cork, bus gate daily 3pm to 6pm was initially,	
heavily policed by An Garda Siochana and fines issued to those found to be in breach. At the open day your engineers advised that local accesss would be	
provided to places impacted by the bus gates. However, in policing St. Patrick's Street AGS issued fines to people whose journeys had even started within	
the Bus Gates Zones. Noting that the NTA has previously indicated, in relation to bus gates in Dublin, that it would use cameras to police them it seems	
unlikely that local access could be allowed.	
The bus gates as proposed for Thomas Davis Street and Watercourse will therefore prevent people from accessing local services. North Pres school	
whose parents' preferred set down area is on Cathedral Walk will be prohibited access to Cathedral walk, thus drop offs and pick up will necessarily	
happen on Gerald Griffin Street, which would be a very unsafe arrangement and significantly obstruct rush hour traffic. People using services on Thomas	
Davis Street or Watercourse Road will be prohibited access either 24/7 or at peak times and they may find themselves answering to the courts, explaining	
that they had reason to be in the zones. This appears to impact their right to freedom of movement, having to explain what they were doing in a street at	
the time. Also, to suggest that people adjust the times or locations that they carry out their business is another imposition on their freedoms that would	
be an unintended consequence of the bus gates.	
About the Consultation	
Open Day	
The choice of venue for consultation on Blackpool issues would have worked against attracting a large turnout from the Blackpool area. Blarney Road	
approximately 5km from the transport corridor under review was possibly the most inaccessible site to choose. There is no direct bus service passing the	
venue. For a person from Dublin Hill or Blackpool at least two bus services are required and then they would have to walk another 1 km approx. from the	
nearest bus stop to the venue and the same for the return trip. People from Blackpool would be unfamiliar with the St. Vincent's premises on Blarney	
Road, in fact I have been informed by two well informed persons that they attended the more familiar St. Vincents Sports grounds on Kilmore Road first,	
in error. It would have been better to choose a venue in Farranree or Churchfield where the buses no 203 and 202 pass nearby and I understand	
Blackpool Community Centre was offered as a venue too.	
The venue: On reaching the venue on the day there was no branding to confirm that I was outside the correct building and nothing to guide me as to	
where the consultation was taking place. I found the display by accessing the building by way of the emergency doors which were just a little bit ajar with	
nothing on the outside of the door to indicate that Bus Connects open day was happening inside.	
The Community Forum meeting again was held in McSwiney College, over 3km from the corridor under discussion. Again a venue closer to Blackpool	
would have been preferable. In any event your limitation of two community group members limited the attendance considerably and the preponderance	

	of the discussion was about the 202 route owing to the large attendance from Harbour View Road. The next open day and community meeting should be held in a setting more suitable for participation of the people of Blackpool and surrounds. Representation:	
	I came across many people from the area who were unaware about Bus Connects, which prompted a small campaign on Facebook a group from Delaney	
	Park, Dublin Hill managed to get the word out, developed a submission sheet for those that would not otherwise have gone online to make a submission. A large number of submissions online followed on from the awareness raising. Also, the traders in Blackpool have led a campaign as did the Kilcully and Mallow Road communities.	
	Blackpool is under represented in the Northeast ward due to being on the fringes of the ward instead of being centrally engaged with Farranree and Shandon Street, thus there was little political input to encourage people to participate in the process. However, the organic community activism has highlighted huge concern in the area. You should engage with the Delaney Park and Kilbarry representatives as well as Kilcully, Mallow Road Residents and the Blackpool traders with whom you have been dealing to consider how best to approach solutions for this bus corridor. In my opinion the title Bus Connects did not impact on the people of the Dublin Hill area. With so few buses available most people in the area are car owners and Bus Connects implies something for people that use buses. The location of the open day and the strict limitations on the public attending the Community Forum meeting would have impacted participation as well.	
	Thank you for the opportunity to make a submission in relation to STC - C Blackpool. You will by now be aware of the concern in the locality about the proposals for the bus corridor. The people of Dublin Hill have always considered themselves part of Blackpool and it comes as a surprise that we should seem to be excluded as just passers-by through Blackpool. In fact there is the shopping centre but many other businesses in Blackpool that we use shops, cafes, church, restaurants, launderettes, bakeries, barbers, car repairs, stage school etc. Small businesses depending on the support of the local	
	community from Dublin Hill, Farranree, Mallow Road, Kilcully and surrounds. Many people cross the valley of Blackpool to attend schools and to get to work, often requiring multiple drops or pickups in different locations. Your proposals significantly impact how people go about their normal business and will disadvantage them to clear a space for buses eventhough Blackpool does not cause a significant delay for buses.	
	I would say that people understand that more space needs to be created for buses and cycle lanes as part of environmental solutions but this needs to be done in a fair way for all, not in a manner that pushes people into queues and slow traffic which your proposal would do. Inbound (towards the city) general traffic will be directed onto: Dublin Hill Lower, Redforge Road/Brothers Delaney Road to the N20 (Bus Connects) Inbound:	
	The Grotto at Dublin Hill is a very busy turn already. The proposal would cause all traffic coming down Dublin Hill to come into a single lane which will result in tailbacks uphill and beyond the bridge, which happens regularly already. Turning left from Redforge Road onto Brothers Delany road the route is already busy and traffic is slow moving.	
NTA-C14-332	Outbound: The Redforge Road to the shopping centre is impacted by an access and egress to the shopping centre on to redforge Road. The junction N20, Pophams	Please see the NTA's response to Issue 14 ir this report
	Road and Brothers Delaney Road is difficult to cross. While much traffic waits to head right towards Blarney there are a number of people that wish to cross the N2O onto Pophams Road. The junction of Pophams Road and the Commons Road is so short it is regularly full and because of a very slow traffic lighting arrangements drivers regularly cross the junction without clearing it to make the next set of lights, often blocking the lane from the City Centre to Blarney until the junction clears. The shopping centre attracts significant volumes of traffic and queues regularly occur at the cross roads at Brothers Delaney Road between the Shopping centre and Retail Park. Often traffic coming from Redforge Road heading to the N2O must wait two or three light	
	transitions before getting a move. If the railway station uses the retail park as a car park and ride it will increase the amount of time spent in car as they queue to exit the retail park. Exiting the retail park takes an amount of time, because of volumes of traffic. or Ballincollie Road to the North Ring Road (adjacent to the Ballyvolane Fire Station). (Bus Connects) Lower Dublin Hill to Ballicollie Road:	
	The closest turn from Lower Dublin Hill to Ballincollie Road is via Hawthorn Mews. This route from Dublin Hill Lower to the N20 is a diversion of sbout 1km. Hawthorn Mews is a very narrow residential estate with residents necessarily parking their cars on both sides of the road. An informal contraflow arrangement exists at changing pinchpoints, depending on where cars are parked on both sides of the road. This proposal would increase the number of cars turning right from Hawthorn Mews onto the Ballincollie Road. The right turn onto the Ballincollie Road has limited view of traffic crossing from Glenheights Road onto Hawthorn Mews. Adding extra traffic to this narrow route will result in higher levels of frustration in drivers having to navigate	

5 5 5	as well as negotiating the already tricky right turn on to Ballincollie Road. Simlarly Glenthorn Drive is a
o ,	c calming is to be provided over the coming months. It would add another 1 to 2 Kilometres to a drivers
	tation. Traffic will divert to three residential roadways, Ballincollie Road, through Mervue or on to the
5 5	(invara link road from either Dublin Hill or the Ballincollie Road, will increase traffic journeys by 3 to 4
, , , , ,	orn Mews to the firestation on the N20. The Kinvara link exits on to the very busy Ballyhooley road and
	s negotiate the right turn to the N20. In addition there is a large amount of building works taking place
along the Ballyhooley Ro	ad and the traffic has been blocked regularly to permit the works to proceed.
	Is Blackpool) direction buses will share with the general traffic. (Bus Connects)
This comment is noted, however it was mention	ed at Community forum that bus gate on Thomas Davis Street is to be applied both ways, eventhough
	this is not mentioned in the consultation documents.
	e (short section of bus/cycle-only roadway) south of the junction of Dublin Street and Spring Lane will
reduce traffic and allow for a qui	et street route, where cyclists share with low volumes of general traffic. (Bus Connects)
taka and This ka	Bus Gate Thomas Davis Street to Church
	gate is imposed at the start of Thomas Davis Street. It is unnessessary.
•	Davis Street and on to Watercourse Road where it stops at the lights outside Maddens Buildings. There
-	raffic inbound could divert. Traffic beyond that point would be local access onto Watercourse Road and
	ates would be necessary to this point and beyond it roads are local access only.
	is not shown on the hard copy plan being used for the consultation. At the Community Forum meeting
it was shown in the presentation. It is most un	air to consult with one document and to be tweaking an addition before the submissions period has expired.
A bus gate from Thomas Davis Street to Dublin St	eet is unnecessary at most times. Occasionally traffic is slow at the far end of Thomas Davis Street. Any
5	from narrow road at the grotto junction Dublin Hill and Red Forge road.
	th direction would have negative impacts. It would prevent people from access to businesses within the
5	cies, Launderette, Bakery, cafe etc. There should be pulling spots outside the businesses. AN outbound
	ommons Road to the Popham's Road junction at Dino's. The right turn onto this junction is notoriously
	ic arriving at this right turns would likely create backups which would likely back up outbound traffic.
	Parking
There is little parking provided for in the proposa	s. A lack of parking will impact people's ability to do business in the village. People with disabilities and
	older people need parking close to the locations where they wish to do business.
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	Bus Gates in general
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	owners and Bus Connects implies something for people that use buses. The location of the open day and the strict limitations on the public attending the Community Forum meeting would have impacted participation as well.	
NTA-C14-344	I am firmly in support of bus connects. We need to get people out of cars and into buses and sustainable modes of transport. We need to protect our environment and fight climate change. I believe bus connects will create a more user friendly and enjoyable city to live in. I cycle to work everyday into the city centre and I believe bus connects will enhance my journey into work. We need to make Cork a more attractive livable city. People need to see the bigger picture we need to move away from Cork focuses travel. Bus connects will free up our roads because if it works it will take cars off the road and people will use buses with reliable times and ease of transport over their private car. Build bus connects!	Please see the NTA's response to Issue 22 in this report
NTA-C14-359	Disagree, will cause much more traffic in Blackpool and Ballyvolane	Please see the NTA's response to Issue 9 in this report
NTA-C14-380	No to bus gates!!! these will cause serious congestion There are hundreds of new houses and apartments being built in Dublin hill and Blackpool area which will mean a significant increase in traffic, so cutting off roads to car users will be detrimental There is not enough parking as it is, so removing spaces for bus gates is ridiculous. These new apartments in blackpool have no on street parking or underground parking	Please see the NTA's response to Issue 9 in this report

	One way streets will create bottlenecks and congestion	
	Think of local business and employment, please do not implement these changes	
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NTA-C14-380	There is not enough parking as it is, so removing spaces for bus gates is ridiculous. These new apartments in blackpool have no on street parking or underground parking	Please see the NTA's response to Issue 13 in this report
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NTA-C14-380	There is not enough parking as it is, so removing spaces for bus gates is ridiculous. These new apartments in blackpool have no on street parking or underground parking	Please see the NTA's response to Issue 8 in this report
	One way streets will create bottlenecks and congestion Think of local business and employment, please do not implement these changes	
	Blackpool is a very residential area and there appears to be no consideration for the long-term residents and homeowner in the area especially on the	
NTA-C14-386	commons rd For example, increased traffic on the Commons Rd – this is an old road that cannot facilitate the traffic that it already takes. There is regularly a bottle neck of traffic trying to travel through this road. This road is all residents and a significant majority of homeowners –a lot of whom are older and those with young children. All these people need to be able to have on street parking near their homes and this street is already a full capacity for parking. Cars are regularly damaged due to the traffic through put and the narrowness of the road and car trying to pass each other – I cannot understand how increasing the traffic on this road can be possible. A major issue is the traffic jams at the shopping center junctions currently, you cannot exit out of commons rd. right to get access to the main road – the light doesn't facilitate this and results in dangerous right turns, people blocking traffic flow as they are siting in the yellow box or traffic backed up on the	Please see the NTA's response to Issue 9 in this report
	common road- therefore how can increased traffic be facilitated this will only increase those problems and reduce access further. It appears that local access to Blackpool is not being considered at all and the priority is the access of buses through the area and not to improve the area	

	or greate development that expanses the experience of the local community or makes living in the area sustainable of the fourilize when live there	
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	pharmacies, and shops. Access will be severely restricted breaking up the existing community of Blackpool– this is especially true for the elderly and those with poor mobility.	
	What consideration has been given to potential traffic increases resulting from the 3000 additional houses in Ballyvolane, 500 plus houses on the Old Mallow Road and the apartments currently being built in Blackpool and opening of Kilbarry Rail Station?	
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	It appears that local access to Blackpool is not being considered at all and the priority is the access of buses through the area and not to improve the area or create development that enhances the experience of the local community or makes living in the area sustainable of the families who live there. While buses and taxies will move freely through the area it reduces access to the Blackpool area including church, community centre, doctors, pharmacies, and shops. Access will be severely restricted breaking up the existing community of Blackpool– this is especially true for the elderly and	
	those with poor mobility. What consideration has been given to potential traffic increases resulting from the 3000 additional houses in Ballyvolane, 500 plus houses on the Old Mallow Road and the apartments currently being built in Blackpool and opening of Kilbarry Rail Station?	
NTA-C14-387	This proposal will be detrimental to Blackpool, both from a community & business standpoint. Many of the businesses serving the community have invested money in improving their businesses over the years and to remove their passing trade from the area will have a serious impact.	Please see the NTA's response to Issue 8 in this report
	The proposal will cause a bottleneck of traffic coming from Dublin Hill/Ballyvolane direction, and also at the shopping center.	

	It will effectively have a negative impact on Cork City, as people will not sit in traffic to visit the city centre on a regular basis.	
	The daily commute for many people who do not have access to Public Transport directly from their residence will be very difficult. I strongly suggest that this proposal be amended to allow traffic flow through Blackpool village, or otherwise you risk killing off any life in the village.	
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NTA-C14-410	I'm a elderly resident on the commons road. I have a disabled parking badge. The through traffic on commons Road is always very busy. It's hard to find parking. If the bus connect goes on Thomas Davis Street, additional traffic will avoid Thomas Davis Street and use commons Road instead. Worried resident	Please see the NTA's response to Issue 9 in this report
NTA-C14-422	I live in a rural area, 5/10 minutes from Blackpool but I have no adequate bus service to my house. What provisions are being made for a Park n Ride for us to link to these services. You want to take the cars out of Blackpool and the city so you need to provide somewhere for me to park so I can get the bus. What's happening with the train service from Dublin Hill, we heard about it years ago and nothing happening?	Please see the NTA's response to Issue 5 in this report
NTA-C14-422	I live in a rural area, 5/10 minutes from Blackpool but I have no adequate bus service to my house. What provisions are being made for a Park n Ride for us to link to these services. You want to take the cars out of Blackpool and the city so you need to provide somewhere for me to park so I can get the bus. What's happening with the train service from Dublin Hill, we heard about it years ago and nothing happening?	Please see the NTA's response to Issue 25 in this report
NTA-C14-426	On behalf of my mother I object to loss of parking especially disabled parking. No to making Blackpool one way. No to bus gates. My mother need a disabled parking space outside her door as she does not have a drive way.	Please see the NTA's response to Issue 13 in this report
NTA-C14-426	On behalf of my mother I object to loss of parking especially disabled parking. No to making Blackpool one way. No to bus gates. My mother need a disabled parking space outside her door as she does not have a drive way.	Please see the NTA's response to Issue 9 in this report
NTA-C14-426	On behalf of my mother I object to loss of parking especially disabled parking. No to making Blackpool one way. No to bus gates. My mother need a disabled parking space outside her door as she does not have a drive way.	Please see the NTA's response to Issue 9 in this report
NTA-C14-432	If the transport corridor is put in on Thomas Davis St. and Watercourse Road, all traffic will be displaced to the old commons road which is not a viable road for heavy traffic. I object to this as resident of the old commons road.	Please see the NTA's response to Issue 9 in this report
NTA-C14-439	As a person who both lives and works in Blackpool and who uses private car, bus and pedestrian transport options I have a good knowledge and understanding of the infrastructure in this area. Here are my observations/objections to the proposed route: Traffic volume survey data & a stage 3 public consultation. It is inconceivable that the NTA & Bus Connects would propose such drastic changes to our city and public transport network without consulting traffic volume data or presenting this to the public. Surely this is essential to any logical plans or decision making and I welcome and support the recent petition from Cork City Council for a third round of public consultation for the Bus Connects proposals to include access to this data to this end. Cul de sac proposal to Spring Lane. This was mentioned to us by one of your workers at the recent information day, it is not mentioned anywhere in your literature. I strongly object to the privatisation of a public road, which when you consider your proposed plans of a bus gate at the end of Spring Lane to Blackpool Bridge will effectively remove the only other exit to the North Ring Road for traffic that would turn left at the bottom of Dublin Hill & Dublin Street Grotto.	Please see the NTA's response to Issue 23 in this report

	Tree removal. Blackpool and most of Cork City in general is a highly built up area and unlike Dublin does not have a large number of green amenity spaces or trees. It is quite alarming that most of your proposed STC routes feature a high number of tree removals that your plans state the NTA "may" replace. It should be mandatory that the NTA & Bus Connects have to re-plant mature trees for each tree that you remove. Planting new, immature trees will not be sufficient to compensate for the loss of carbon removal that mature trees provide. STC C route proposes the removal of 8 trees, mainly along the N20 road before the junction with Leitrim Street. For the reasons already mentioned I object to the removal of these trees to facilitate both a bus quick start lane and a cycle lane. Surely one of these options could be prioritised over the other to mitigate the tree loss. As a person with a visual disability I find it very difficult to distinguish which trees are earmarked for removal on your maps. The NTA/ Bus Connects should use a different icon as opposed to a colour coded icon system to make this easier for people with disabilities.	
	Cycle lanes. Overall the inclusion of cycle lanes is a welcome one along; Brother Delaney Road, O'Connell Street, the N20 from Cathedral Walk to Leitrim Street and the proposed "Quiet Street" shared road and cycleway at Knapps Square & Lower John Street. However, I object to the proposed cycle lane at Watercourse Road/Arthur Villas and on Thomas Davis Street, which will remove all remaining on-street parking for both residents and businesses in Blackpool Village and have a detrimental effect on both groups.	
	 Bus Lane & Bus Stops Your proposed bus lanes in both directions on Brother Delaney Road will have serious traffic implications on an already heavy volume road. Data from the traffic volume study must be examined first. The removal of two general traffic lanes and their subsequent change to bus lanes will increase the traffic in this section and negate any benefits to buses, which will be caught in the traffic. Instead perhaps examine either having the proposed bus lanes operate only at peak rush hours or only create bus lanes from Redforge Road to the N20 junction only. I object to the bus lanes entirely at the small junction between Pophams Road and Commons Road N20. This is an extremely busy, small junction that is a traffic blackspot and was a poor design from it's creation in the early 2000's. It struggles to cope with the existing traffic flow and sees a heavy volume of HGV's which use it as their main route to access industrial centres in Churchfield and Hollyhill. If the NTA/Bus Connects removes one-two general traffic lanes here it will have disastrous consequences for traffic and residents in the Commons road area. This street heading from Pophams Road to Blackpool Bridge is a narrow, residential street which struggles with the existing traffic volume as is and cannot handle the additional traffic capacity that your proposed changes would inflict upon it. I object to the removal of the bus stop at Maddens Buildings (which incidentally is not marked on your maps). This is an area of Cork City Council expected bas bas and conserved bas bas and conserved on the additional traffic capacity that your proposed changes would inflict upon it. 	
	controlled sheltered housing for elderly people who need retained access to this, their local bus stop. Surely the proposed bus lane can incorporate the existing bus stop? Proposed NTA support for proposal of culverting River Bride at Orchard Court. While not mentioned in the plans, it was mentioned at your information day that the NTA/Bus Connects may support plans to culvert over the River Bride between the N20 & Orchard Court. Replacing the river with a cycle track and thus destroying the natural river habitat which has a diverse eco system of numerous birds; herons great tits, dippers etc, mallards, brown trout, bats and otters (both of which are protected under EU law). I strongly object to any plans to do this.	
NTA-C14-439	As a person who both lives and works in Blackpool and who uses private car, bus and pedestrian transport options I have a good knowledge and understanding of the infrastructure in this area. Here are my observations/objections to the proposed route: Traffic volume survey data & a stage 3 public consultation. It is inconceivable that the NTA & Bus Connects would propose such drastic changes to our city and public transport network without consulting traffic volume data or presenting this to the public. Surely this is essential to any logical plans or decision making and I welcome and support the recent petition from Cork City Council for a third round of public consultation for the Bus Connects proposals to include access to this data to this end. Cul de sac proposal to Spring Lane. This was mentioned to us by one of your workers at the recent information day, it is not mentioned anywhere in your literature. I strongly object to the privatisation of a public road, which when you consider your proposed plans of a bus gate at the end of Spring Lane to Blackpool	Please see the NTA's response to Issue 20 in this report

	Bridge will effectively remove the only other exit to the North Ring Road for traffic that would turn left at the bottom of Dublin Hill & Dublin Street Grotto.	
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Proposals to include access to this data to this end. Cul de sac proposal to Spring Lane. This was mentioned to us by one of your workers at the recent information day, it is not mentioned anywhere in your literature. I strongly object to the privatisation of a public road, which when you consider your proposed plans of a bus gate at the end of Spring Lane to Blackpool Bridge will effectively remove the only other exit to the North Ring Road for traffic that would turn left at the bottom of Dubin Hill & Dublin Street Gratta. Proposed bus gates at Dubin Street & Watercourse Road. I was happy to learn from your information day that the bus gates will only operate at peak times, morning commute and evening commute and rouging rouging draft expectively, However, I do feel that these proposals are merely a hypothetical aspiration and in tandem with your other proposals (which i will explain further late). Recently will only further exacerbate the traffic situation in an already very busy and congested are (particularly around the Blackpool Shopping Centre & Retail Park district. Tree removal. Blackpool and most of Cork City in general is a highly built up area and unlike Dublin does not have a large number of green amenity spaces or trees. It is quite alarming that most of your proposed ST coutes feature a high number of tree emovals that your plans state the HAI "may" captace. It should be madatory that the NAI & Bus Connects have to re plant nature trees for each tree that you remove. Planting new, inmature trees will not be sufficient to compensate for the loss. Our on this letting Street Part of the removal of these proposals are different to ona soposed 4. To chain the reasons already mentioned a typical funct tree is and and cycle aver and the proposed for the loss. As a person with a visual disability. I find it very difficult to distinguish which trees are earnaked by syuch state the lass. Bus Sub State State Street and the proposed "Quie Street" shared road and cycle avery as State State Bas. Cycle lanes. O		
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	As a person with a visual disability I find it very difficult to distinguish which trees are earmarked for removal on your maps. The NTA/ Bus Connects	
	should use a different icon as opposed to a colour coded icon system to make this easier for people with disabilities.	
	Cycle lanes. Overall the inclusion of cycle lanes is a welcome one along; Brother Delaney Road, O'Connell Street, the N20 from Cathedral Walk to Leitrim Street and the proposed "Quiet Street" shared road and cycleway at Knapps Square & Lower John Street.	
	However, I object to the proposed cycle lane at Watercourse Road/Arthur Villas and on Thomas Davis Street, which will remove all remaining on-street	
	parking for both residents and businesses in Blackpool Village and have a detrimental effect on both groups.	
	Bus Lane & Bus Stops Your proposed bus lanes in both directions on Brother Delaney Road will have serious traffic implications on an already heavy	
	volume road. Data from the traffic volume study must be examined first. The removal of two general traffic lanes and their subsequent change to bus lanes will increase the traffic in this section and negate any benefits to buses, which will be caught in the traffic. Instead perhaps examine either having	
	the proposed bus lanes operate only at peak rush hours or only create bus lanes from Redforge Road to the N20 junction only. I object to the bus lanes entirely at the small junction between Pophams Road and Commons Road N20. This is an extremely busy, small junction that is a	
	traffic blackspot and was a poor design from it's creation in the early 2000's. It struggles to cope with the existing traffic flow and sees a heavy volume of	
	HGV's which use it as their main route to access industrial centres in Churchfield and Hollyhill. If the NTA/Bus Connects removes one-two general traffic lanes here it will have disastrous consequences for traffic and residents in the Commons road area. This street heading from Pophams Road to Blackpool	
	Bridge is a narrow, residential street which struggles with the existing traffic volume as is and cannot handle the additional traffic capacity that your	
	proposed changes would inflict upon it. I object to the removal of the bus stop at Maddens Buildings (which incidentally is not marked on your maps). This is an area of Cork City Council	
	controlled sheltered housing for elderly people who need retained access to this, their local bus stop. Surely the proposed bus lane can incorporate the existing bus stop?	
	Proposed NTA support for proposal of culverting River Bride at Orchard Court. While not mentioned in the plans, it was mentioned at your information day that the NTA/Bus Connects may support plans to culvert over the River Bride between the N20 & Orchard Court. Replacing the river with a cycle track and thus destroying the natural river habitat which has a diverse eco system of numerous birds; herons great tits, dippers etc, mallards, brown trout, bats and otters (both of which are protected under EU law). I strongly object to any plans to do this.	
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NTA-C14-453	I strongly oppose the Blackpool to the city bus connects proposal. This will impact the local residents and businesses negatively. There are many new up and coming developments in the Dublin Hill and Ballyvolane area and these changes are not sustainable to be able to support the increase in traffic from these new road users. Please reconsider this proposal.	Please see the NTA's response to Issue 14 ir this report
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NTA-C14-463	Re Bus Connects Submission Dear Sir/Madam For many months now I have been looking at the various blocks of apartments being built around Blackpool and I have been asking myself where are all the new children going to play? Where are they going to go to school? Where are their families going to park their cars? These are vital issues if we want to avert the social problems which are well know to develop when housing areas do not have adequate facilities especially for children. Very quickly we will have problems of vandalism and anti-social behaviour because there is no place for the children and young people to have other constructive outlets for their energy. So I envisage that Blackpool, instead of being a well-knil local community will become a ghetto where people who depend on a car live in the Respond Housing Complex in Blackpool. How will we access the apartments we live in with our cars if there is a Bus Gate on our street? The Respond Housing Complex has 50 apartments for the elderly. Some of these elderly people are not able to leave their apartments without a car because they would have difficulty in walking out of the complex. How will they access local shops, church, community centre and medical services if they can't drive their cars? Blackpool village is already very run down. The limits on cars will adversely affect the businesses we have. Where will the shop owners and people in general park their cars? The closure of Blackpool to traffic will also have adverse effects on the surrounding neighbourhoods where it will cause greater volumes of traffic in Hawthorn Mews, Thorndale, and Glen Heights Rd. These are my concerns. I am calling for a re-think on the Bus Connect Submission redacted] St Francis Gardens Blackpool Cork [personal information redacted] <t< td=""><td>Please see the NTA's response to Issue 25 in this report</td></t<>	Please see the NTA's response to Issue 25 in this report
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NTA-C14-463	Re Bus Connects Submission Dear Sir/Madam	Please see the NTA's response to Issue 8 in this report

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	Yours faithfully	
	Bride Counihan	
	[personal information redacted] St Francis Gardens	
	Blackpool	
	Cork [personal information redacted]	
	19th May 2023	
	Re Bus Connects Submission	
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NTA-C14-463	drive their cars out our gate?	Please see the NTA's response to Issue 9 in
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	taken.	
	Yours faithfully	
	Bride Counihan	
	[personal information redacted] St Francis Gardens	
	Blackpool	
	Cork [personal information redacted]	
	19th May 2023	
	I wish to object to the proposed developments regarding the BusConnects Cork Sustainable Transport Corridor - Blackpool to City. I quote in the text of	
	the proposed development "Proposed cycling provision includes dedicated cycle tracks to Blackpool Shopping Centre from the junction of Popham's	
NTA-C14-483	Road and Commons Road". This is a ridiculous proposal. Shopping centres need more business to thrive. What beneficial business can cyclists bring to a	Please see the NTA's response to Issue 11 ir
NTA-C14-485	shopping centre? Very little I would imagine! Where should they put their bags of shopping as they travel home? On the handle bars? I think the indirect	this report
	effects of this proposed development is to destroy the economic progress & achievements of existing businesses & to frustrate the residents of these	
	areas!	
NTA-C14-483	I wish to object to the proposed developments regarding the BusConnects Cork Sustainable Transport Corridor - Blackpool to City. I quote in the text of	
	the proposed development "Proposed cycling provision includes dedicated cycle tracks to Blackpool Shopping Centre from the junction of Popham's	
	Road and Commons Road". This is a ridiculous proposal. Shopping centres need more business to thrive. What beneficial business can cyclists bring to a	Please see the NTA's response to Issue 14 in
	shopping centre? Very little I would imagine! Where should they put their bags of shopping as they travel home? On the handle bars? I think the indirect	this report
	effects of this proposed development is to destroy the economic progress & achievements of existing businesses & to frustrate the residents of these	
	areas!	

NTA-C14-511	As two rural commuters who live outside the City but both work in the City Centre, my wife and I see nothing positive about this plan nor do we see anything positive for the businesses we use on the Watercourse Road and Thomas Davis Street sections. Dublin Hill is our primary gateway to the City for work Monday to Friday (we rarely travel in on the weekends as the Centre has been run down and hollowed-out of anything to make us do a special trip on the weekend!). The proposed Bus Gates seem to make no allowance for non-residents of the City, many of whom have no choice but to use their own cars to get in. I see the whole point of the plan and how it prioritises public transport (and, admittedly, looks like it could do this well) but this will simply move our inbound and outbound route onto the Blackpool bypass which is a nightmare most mornings and simply increase our commuter hell. We have one existing public transport option: a bus which now passes our home around 7.20am and is scheduled to reach the bus station at 8.37am and leaves the City at 18.00 outbound passing our house around 19.10pm in the evenings. It may benefit from a few minutes inbound in the morning when it avails of these same bus gates and a few minutes in the evenings when it runs outbound on the Summerhill - Dillons Cross of the Mayfielded Bus route. That's the best part of a 12 hour day as opposed to our existing 10 hour day! To have any value for us, a Park and Ride should be created to service all the inbound commuters from the North of the County and the Bus lanes extended to these locations (one near Whites Cross and one near Killeens). This was a 20 minute commute 10 years ago; now it's a minimum of 40 minutes. I fully accept things have to change for multiple reasons but all I see is stick and no carrot. Yours sincerrely Fergus and Margaret Mc Carthy	Please see the NTA's response to Issue 8 in this report
NTA-C14-511	As two rural commuters who live outside the City but both work in the City Centre, my wife and I see nothing positive about this plan nor do we see anything positive for the businesses we use on the Watercourse Road and Thomas Davis Street sections. Dublin Hill is our primary gateway to the City for work Monday to Friday (we rarely travel in on the weekends as the Centre has been run down and hollowed-out of anything to make us do a special trip on the weekend!). The proposed Bus Gates seem to make no allowance for non-residents of the City, many of whom have no choice but to use their own cars to get in. I see the whole point of the plan and how it prioritises public transport (and, admittedly, looks like it could do this well) but this will simply move our inbound and outbound route onto the Blackpool bypass which is a nightmare most mornings and simply increase our commuter hell. We have one existing public transport option: a bus which now passes our home around 7.20am and is scheduled to reach the bus station at 8.37am and leaves the City at 18.00 outbound passing our house around 19.10pm in the evenings. It may benefit from a few minutes inbound in the morning when it avails of these same bus gates and a few minutes in the evenings when it runs outbound on the Summerhill - Dillons Cross of the Mayfielded Bus route. That's the best part of a 12 hour day as opposed to our existing 10 hour day! To have any value for us, a Park and Ride should be created to service all the inbound commuters from the North of the County and the Bus lanes extended to these locations (one near Whites Cross and one near Killeens). This was a 20 minute commute 10 years ago; now it's a minimum of 40 minutes. I fully accept things have to change for multiple reasons but all I see is stick and no carrot. Yours sincerely Fergus and Margaret Mc Carthy	Please see the NTA's response to Issue 25 in this report
NTA-C14-511	As two rural commuters who live outside the City but both work in the City Centre, my wife and I see nothing positive about this plan nor do we see anything positive for the businesses we use on the Watercourse Road and Thomas Davis Street sections. Dublin Hill is our primary gateway to the City for work Monday to Friday (we rarely travel in on the weekends as the Centre has been run down and hollowed-out of anything to make us do a special trip on the weekend!). The proposed Bus Gates seem to make no allowance for non-residents of the City, many of whom have no choice but to use their own cars to get in. I see the whole point of the plan and how it prioritises public transport (and, admittedly, looks like it could do this well) but this will simply move our inbound and outbound route onto the Blackpool bypass which is a nightmare most mornings and simply increase our commuter hell. We have one existing public transport option: a bus which now passes our home around 7.20am and is scheduled to reach the bus station at 8.37am and leaves the City at 18.00 outbound passing our house around 19.10pm in the evenings. It may benefit from a few minutes inbound in the morning when it avails of these same bus gates and a few minutes in the evenings when it runs outbound on the Summerhill - Dillons Cross of the Mayfielded Bus route.	Please see the NTA's response to Issue 9 in this report

BusConnects Cork STC C – Blackpool to City DRAFT Preferred Route Options – Public Consultation Report (Mar 2023 – May 2023)

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NTA-C14-511	As two rural commuters who live outside the City but both work in the City Centre, my wife and I see nothing positive about this plan nor do we see anything positive for the businesses we use on the Watercourse Road and Thomas Davis Street sections. Dublin Hill is our primary gateway to the City for work Monday to Friday (we rarely travel in on the weekends as the Centre has been run down and hollowed-out of anything to make us do a special trip on the weekend!). The proposed Bus Gates seem to make no allowance for non-residents of the City, many of whom have no choice but to use their own cars to get in. I see the whole point of the plan and how it prioritises public transport (and, admittedly, looks like it could do this well) but this will simply move our inbound and outbound route onto the Blackpool bypass which is a nightmare most mornings and simply increase our commuter hell. We have one existing public transport option: a bus which now passes our home around 7.20am and is scheduled to reach the bus station at 8.37am and leaves the City at 18.00 outbound passing our house around 19.10pm in the evenings. It may benefit from a few minutes inbound in the morning when it avails of these same bus gates and a few minutes in the evenings when it runs outbound commuters from the North of the County and the Bus lanes extended to these locations (one near Whites Cross and one near Killeens). This was a 20 minute commute 10 years ago; now it's a minimum of 40 minutes. I fully accept things have to change for multiple reasons but all I see is stick and no carrot. Yours sincerely Fergus and Margaret Mc Carthy	Please see the NTA's response to Issue 18 in this report
NTA-C14-538	I highly object to this. It will destroy Blackpool and small businesses in Blackpool.	Please see the NTA's response to Issue 8 in

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NTA-C14-542	From my understanding of the proposed traffic changes , here are my concerns . 1 Traffic on Dublin hill at peak times is backed up half ways up the hill . The proposed no left turn for city bound traffic at the bottom of the hill , forcing all traffic to turn right onto the Red Forge road , will compound this back up ten fold . 2 All that extra traffic , funneled onto the Brothers Delaney road ., a road that can barely cope with the volume of traffic as it is , will grind into gridlock . By my understanding Brothers Delaney road , now 2 lanes in each direction , will be reduced to 1 lane and a bus lane . 1 lane for turning into the shopping centre , straight ahead , or turning right into the retail park is not going to work ! 3 The same issue's apply at Delaney road / N20 road junction . As it is , it is the worst junction in the city ., more so if turning right for Mallow . 4 The same applies at Delaney road / commons road junction . 5 The proposed changes , risk turning the residential roads of Hawthorn & Glenthorn from Dublin hill , into rat runs for traffic , putting the lives of the residents at huge risk . I have lots of other concerns too , but me been a one fingered typist , i think i have said enough . But on a personal level , these changes will greatly affect me , when collecting my invalidity pension from the post office in the shopping center or visiting my GP AT Blackpool bridge .	Please see the NTA's response to Issue 9 in this report
NTA-C14-542	 From my understanding of the proposed traffic changes, here are my concerns. 1 Traffic on Dublin hill at peak times is backed up half ways up the hill. The proposed no left turn for city bound traffic at the bottom of the hill, forcing all traffic to turn right onto the Red Forge road, will compound this back up ten fold. 2 All that extra traffic , funneled onto the Brothers Delaney road ., a road that can barely cope with the volume of traffic as it is , will grind into gridlock . By my understanding Brothers Delaney road , now 2 lanes in each direction , will be reduced to 1 lane and a bus lane . 1 lane for turning into the shopping centre , straight ahead , or turning right into the retail park is not going to work ! 3 The same issue's apply at Delaney road / N20 road junction . As it is , it is the worst junction in the city ., more so if turning right for Mallow . 4 The same applies at Delaney road / commons road junction . 5 The proposed changes , risk turning the residential roads of Hawthorn & Glenthorn from Dublin hill , into rat runs for traffic , putting the lives of the residents at huge risk . I have lots of other concerns too , but me been a one fingered typist , i think i have said enough . But on a personal level , these changes will greatly affect me , when collecting my invalidity pension from the post office in the shopping center or visiting my GP AT Blackpool bridge . 	Please see the NTA's response to Issue 21 in this report
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NTA-C14-559	The route chosen for STC-C is the wrong route for many reasons. Bus/Bike/Cars/Pedestrians will be taken off the N20 into a whirlpool of chaos at the junction of Cathedral walk (Map 6, pg 33, Bus/Connects Cork STC-C). The bike route disappears as it heads North up Watercourse Road, with Buses/Parking/ traffic unchanged. It then picks up at the already busy junction of O Connell Street, where cyclists join buses to take their chances at this very busy area adjoining a filling station and another junction with the N20 (Map 5, PG32, STC-C). I cannot understand why the N20 is not suitable for Bus/Bike/Car traffic. There are already 4 lanes of traffic. 2.5m/3m wide footpaths, generous green planted verges in a number of locations. A direct route from the Junction of Cathedral Walk/N20 to the junction of N20/ North City Link Road seems possible whilst avoiding the Narrow and unsuitable Watercourse Road. The N20 is well served by stepped/ramped access for pedestrians and in fact a ramp takes one by foot/bike down to Dublin Street directly to the current pedestrian crossing. One could easily cross the road safely here and take the existing ramp up again through Dunnes Car Park and	Please see the NTA's response to Issue 9 in this report

	re-join the N20. Most of these facilities are already available. Bus Connects in its current form will destroy what is left of the residential and commercial amenity of this historical area. Poor planning has already torn the life out of this village. The removal of parking will force many residents to leave and small businesses to close. This used to be a vibrant busy area with many small shops. Bus gates and the removal of parking will destroy this street. I am in favour of Bus Connects in principle and am not a NIMBY. there is at least one far more suitable route available. Please consult with us and let us discuss this with you to avoid a very expensive waste of money and threat to public safety. I strongly oppose the current favoured route.	
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NTA-C14-559	The route chosen for STC-C is the wrong route for many reasons. Bus/Bike/Cars/Pedestrians will be taken off the N20 into a whirlpool of chaos at the junction of Cathedral walk (Map 6, pg 33, BusConnects Cork STC-C). The bike route disappears as it heads North up Watercourse Road, with Buses/Parking/ traffic unchanged. It then picks up at the already busy junction of O Connell Street, where cyclists join buses to take their chances at this very busy area adjoining a filling station and another junction with the N20 (Map 5, PG32, STC-C). I cannot understand why the N20 is not suitable for Bus/Bike/Car traffic. There are already 4 lanes of traffic. 2.5m/3m wide footpaths, generous green planted verges in a number of locations. A direct route from the Junction of Cathedral Walk/N20 to the junction of N20/ North City Link Road seems possible whilst avoiding the Narrow and unsuitable Watercourse Road. The N20 is well served by stepped/ramped access for pedestrians and in fact a ramp takes one by foot/bike down to Dublin Street directly to the current pedestrian crossing. One could easily cross the road safely here and take the existing ramp up again through Dunnes Car Park and re-join the N20. Most of these facilities are already available. Bus Connects in its current form will destroy what is left of the residential and commercial amenity of this historical area. Poor planning has already torn the life out of this village. The removal of parking will force many residents to leave and small businesses to close. This used to be a vibrant busy area with many small shops. Bus gates and the removal of parking will destroy this street. I am in favour of Bus Connects in principle and am not a NIMBY. there is at least one far more suitable route available. Please consult with us and let us discuss this with you to avoid a very expensive waste of money and threat to public safety. I strongly oppose the current favoured route.	Please see the NTA's response to Issue 21 in this report
NTA-C14-559	The route chosen for STC-C is the wrong route for many reasons. Bus/Bike/Cars/Pedestrians will be taken off the N20 into a whirlpool of chaos at the junction of Cathedral walk (Map 6, pg 33, BusConnects Cork STC-C). The bike route disappears as it heads North up Watercourse Road, with Buses/Parking/ traffic unchanged. It then picks up at the already busy junction of O Connell Street, where cyclists join buses to take their chances at this very busy area adjoining a filling station and another junction with the N20 (Map 5, PG32, STC-C). I cannot understand why the N20 is not suitable for Bus/Bike/Car traffic. There are already 4 lanes of traffic. 2.5m/3m wide footpaths, generous green planted verges in a number of locations. A direct route from the Junction of Cathedral Walk/N20 to the junction of N20/ North City Link Road seems possible whilst avoiding the Narrow and unsuitable Watercourse Road. The N20 is well served by stepped/ramped access for pedestrians and in fact a ramp takes one by foot/bike down to Dublin Street directly to the current pedestrian crossing. One could easily cross the road safely here and take the existing ramp up again through Dunnes Car Park and re-join the N20. Most of these facilities are already available. Bus Connects in its current form will destroy what is left of the residential and commercial amenity of this historical area. Poor planning has already torn the life out of this village. The removal of parking will force many residents to leave and	Please see the NTA's response to Issue 3 in this report

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NTA-C14-559	The route chosen for STC-C is the wrong route for many reasons. Bus/Bike/Cars/Pedestrians will be taken off the N20 into a whirlpool of chaos at the junction of Cathedral walk (Map 6, pg 33, BusConnects Cork STC-C). The bike route disappears as it heads North up Watercourse Road, with Buses/Parking/ traffic unchanged. It then picks up at the already busy junction of O Connell Street, where cyclists join buses to take their chances at this very busy area adjoining a filling station and another junction with the N20 (Map 5, PG32, STC-C). I cannot understand why the N20 is not suitable for Bus/Bike/Car traffic. There are already 4 lanes of traffic. 2.5m/3m wide footpaths, generous green planted verges in a number of locations. A direct route from the Junction of Cathedral Walk/N20 to the junction of N20/ North City Link Road seems possible whilst avoiding the Narrow and unsuitable Watercourse Road. The N20 is well served by stepped/ramped access for pedestrians and in fact a ramp takes one by foot/bike down to Dublin Street directly to the current pedestrian crossing. One could easily cross the road safely here and take the existing ramp up again through Dunnes Car Park and re-join the N20. Most of these facilities are already available. Bus Connects in its current form will destroy what is left of the residential and commercial amenity of this historical area. Poor planning has already torn the life out of this village. The removal of parking will force many residents to leave and small businesses to close. This used to be a vibrant busy area with many small shops. Bus gates and the removal of parking will destroy this street. I am in favour of Bus Connects in principle and am not a NIMBY. there is at least one far more suitable route available. Please consult with us and let us discuss this with you to avoid a very expensive waste of money and threat to public safety. I strongly oppose the current favoured route.	Please see the NTA's response to Issue 25 in this report
NTA-C14-559	The route chosen for STC-C is the wrong route for many reasons. Bus/Bike/Cars/Pedestrians will be taken off the N20 into a whirlpool of chaos at the junction of Cathedral walk (Map 6, pg 33, BusConnects Cork STC-C). The bike route disappears as it heads North up Watercourse Road, with Buses/Parking/ traffic unchanged. It then picks up at the already busy junction of O Connell Street, where cyclists join buses to take their chances at this very busy area adjoining a filling station and another junction with the N20 (Map 5, PG32, STC-C). I cannot understand why the N20 is not suitable for Bus/Bike/Car traffic. There are already 4 lanes of traffic. 2.5m/3m wide footpaths, generous green planted verges in a number of locations. A direct route from the Junction of Cathedral Walk/N20 to the junction of N20/ North City Link Road seems possible whilst avoiding the Narrow and unsuitable Watercourse Road. The N20 is well served by stepped/ramped access for pedestrians and in fact a ramp takes one by foot/bike down to Dublin Street directly to the current pedestrian crossing. One could easily cross the road safely here and take the existing ramp up again through Dunnes Car Park and re-join the N20. Most of these facilities are already available. Bus Connects in its current form will destroy what is left of the residential and commercial amenity of this historical area. Poor planning has already torn the life out of this village. The removal of parking will force many residents to leave and small businesses to close. This used to be a vibrant busy area with many small shops. Bus gates and the removal of parking will destroy this street. I am in favour of Bus Connects in principle and am not a NIMBY. there is at least one far more suitable route available. Please consult with us and let us discuss this with you to avoid a very expensive waste of money and threat to public safety. I strongly oppose the current favoured route.	Please see the NTA's response to Issue 13 in this report
NTA-C14-559	The route chosen for STC-C is the wrong route for many reasons. Bus/Bike/Cars/Pedestrians will be taken off the N20 into a whirlpool of chaos at the junction of Cathedral walk (Map 6, pg 33, BusConnects Cork STC-C). The bike route disappears as it heads North up Watercourse Road, with Buses/Parking/ traffic unchanged. It then picks up at the already busy junction of O Connell Street, where cyclists join buses to take their chances at this very busy area adjoining a filling station and another junction with the N20 (Map 5, PG32, STC-C). I cannot understand why the N20 is not suitable for Bus/Bike/Car traffic. There are already 4 lanes of traffic. 2.5m/3m wide footpaths, generous green planted verges in a number of locations. A direct route from the Junction of Cathedral Walk/N20 to the junction of N20/ North City Link Road seems possible whilst avoiding the Narrow and unsuitable Watercourse Road. The N20 is well served by stepped/ramped access for pedestrians and in fact a ramp takes one by foot/bike down to Dublin Street directly to the current pedestrian crossing. One could easily cross the road safely here and take the existing ramp up again through Dunnes Car Park and re-join the N20. Most of these facilities are already available. Bus Connects in its current form will destroy what is left of the residential and commercial amenity of this historical area. Poor planning has already torn the life out of this village. The removal of parking will force many residents to leave and small businesses to close. This used to be a vibrant busy area with many small shops. Bus gates and the removal of parking will destroy this street. I am in favour of Bus Connects in principle and am not a NIMBY, there is at least one far	Please see the NTA's response to Issue 8 in this report

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NTA-C14-559	The route chosen for STC-C is the wrong route for many reasons. Bus/Bike/Cars/Pedestrians will be taken off the N20 into a whirlpool of chaos at the junction of Cathedral walk (Map 6, pg 33, BusConnects Cork STC-C). The bike route disappears as it heads North up Watercourse Road, with Buses/Parking/ traffic unchanged. It then picks up at the already busy junction of O Connell Street, where cyclists join buses to take their chances at this very busy area adjoining a filling station and another junction with the N20 (Map 5, PG32, STC-C). I cannot understand why the N20 is not suitable for Bus/Bike/Car traffic. There are already 4 lanes of traffic. 2.5m/3m wide footpaths, generous green planted verges in a number of locations. A direct route from the Junction of Cathedral Walk/N20 to the junction of N20/ North City Link Road seems possible whilst avoiding the Narrow and unsuitable Watercourse Road. The N20 is well served by stepped/ramped access for pedestrians and in fact a ramp takes one by foot/bike down to Dublin Street directly to the current pedestrian crossing. One could easily cross the road safely here and take the existing ramp up again through Dunnes Car Park and re-join the N20. Most of these facilities are already available. Bus Connects in its current form will destroy what is left of the residential and commercial amenity of this historical area. Poor planning has already torn the life out of this village. The removal of parking will force many residents to leave and small businesses to close. This used to be a vibrant busy area with many small shops. Bus gates and the removal of parking will destroy this street. I am in favour of Bus Connects in principle and am not a NIMBY. there is at least one far more suitable route available. Please consult with us and let us discuss this with you to avoid a very expensive waste of money and threat to public safety. I strongly oppose the current favoured route.	Please see the NTA's response to Issue 20 in this report
NTA-C14-559	The route chosen for STC-C is the wrong route for many reasons. Bus/Bike/Cars/Pedestrians will be taken off the N20 into a whirlpool of chaos at the junction of Cathedral walk (Map 6, pg 33, BusConnects Cork STC-C). The bike route disappears as it heads North up Watercourse Road, with Buses/Parking/ traffic unchanged. It then picks up at the already busy junction of O Connell Street, where cyclists join buses to take their chances at this very busy area adjoining a filling station and another junction with the N20 (Map 5, PG32, STC-C). I cannot understand why the N20 is not suitable for Bus/Bike/Car traffic. There are already 4 lanes of traffic. 2.5m/3m wide footpaths, generous green planted verges in a number of locations. A direct route from the Junction of Cathedral Walk/N20 to the junction of N20/ North City Link Road seems possible whilst avoiding the Narrow and unsuitable Watercourse Road. The N20 is well served by stepped/ramped access for pedestrians and in fact a ramp takes one by foot/bike down to Dublin Street directly to the current pedestrian crossing. One could easily cross the road safely here and take the existing ramp up again through Dunnes Car Park and re-join the N20. Most of these facilities are already available. Bus Connects in its current form will destroy what is left of the residential and commercial amenity of this historical area. Poor planning has already torn the life out of this village. The removal of parking will force many residents to leave and small businesses to close. This used to be a vibrant busy area with many small shops. Bus gates and the removal of parking will destroy this street. I am in favour of Bus Connects in principle and am not a NIMBY. there is at least one far more suitable route available. Please consult with us and let us discuss this with you to avoid a very expensive waste of money and threat to public safety. I strongly oppose the current favoured route.	Please see the NTA's response to Issue 22 in this report
NTA-C14-590	The existing conditions in Blackpool are untenable and dangerous for pedestrians, disabled people and cyclists living locally. The illegal parking, speeding, narrow footpaths and disregard for cyclists in general makes the village a disaster. The businesses locally have led a campaign of misinformation and fearmongering among mostly elderly residents who would greatly benefit from this scheme. The majority of objectors aren't coming from people working 9-5 jobs, doing exams etc - this data pool is quite clearly skewed by those with the time (retirees), money and resources to object to meaningful change in Blackpool. The easiest solution to people with blue badges worried about losing disabled parking would be to whitelist those cars from ANPR cameras and allow them to park inside the bus gate - this isn't rocket science. Anyone without mobility issues can cry me a river, park further away and walk - you might own a home or business but you do not own public space, that belongs to everyone and you don't have an inherit right to park there. The majority of younger generations that will inherit these plans want them, the majority of older generations leaving them behind do not. As for the businesses - anyone who commutes in the village daily can tell you they already use the bus stops for deliveries, customers use footpaths for parking and couldn't give a toss about traffic or pedestrian safety - money is their only concern.	Please see the NTA's response to Issue 21 in this report

NTA-C14-590	The existing conditions in Blackpool are untenable and dangerous for pedestrians, disabled people and cyclists living locally. The illegal parking, speeding, narrow footpaths and disregard for cyclists in general makes the village a disaster. The businesses locally have led a campaign of misinformation and fearmongering among mostly elderly residents who would greatly benefit from this scheme. The majority of objectors aren't coming from people working 9-5 jobs, doing exams etc - this data pool is quite clearly skewed by those with the time (retirees), money and resources to object to meaningful change in Blackpool. The easiest solution to people with blue badges worried about losing disabled parking would be to whitelist those cars from ANPR cameras and allow them to park inside the bus gate - this isn't rocket science. Anyone without mobility issues can cry me a river, park further away and walk - you might own a home or business but you do not own public space, that belongs to everyone and you don't have an inherit right to park there. The majority of younger generations that will inherit these plans want them, the majority of older generations leaving them behind do not. As for the businesses - anyone who commutes in the village daily can tell you they already use the bus stops for deliveries, customers use footpaths for parking and couldn't give a toss about traffic or pedestrian safety - money is their only concern.	Please see the NTA's response to Issue 19 in this report
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NTA-C14-593	The plans would allow for the following Safer access to/from/through Blackpool and surrounding areas via Bike, mobility scooters and foot. Allow children to walk and cycle to school - currently impossible due to safety concerns. Reduce congestion by putting cars on the ring roads. Create a more inviting atmosphere in the Village. Put pedestrians where they belong, first. Create reliable bus routes to help those travelling to work, school, college, etc. We support the plans and ask the NTA to not fall prey to misinformation campaigns supported by local businesses.	Please see the NTA's response to Issue 22 in this report
NTA-C14-604	The route chosen for STC C is the wrong route. This will send cyclists, buses, pedestrians and cars on a literal collision course on the Watercourse Road. A much better route is available on the main N20 with wide carrigeways, 2.5m footpaths and green verges. These could be utilized to create the required bus/bike/pedestrian/car routes without destroying one of the oldest parts of Cork City. Residents will be forced to move out, small businesses will close due to lack of incidental parking and the area will face further decline. This is an area of Conservation in the Current Cork City Development Plan. The	Please see the NTA's response to Issue 21 in this report

	proposed route is disconnected with gaps in proposed cycle lanes/bus routes and in places there will not be room for proper footpaths. I urge you to consider the more appropriate alternative routes which are more easily developed.	
NTA-C14-604	The route chosen for STC C is the wrong route. This will send cyclists, buses, pedestrians and cars on a literal collision course on the Watercourse Road. A much better route is available on the main N20 with wide carrigeways, 2.5m footpaths and green verges. These could be utilitised to create the required bus/bike/pedestrian/car routes without destroying one of the oldest parts of Cork City. Residents will be forced to move out, small businesses will close due to lack of incidental parking and the area will face further decline. This is an area of Conservation in the Current Cork City Development Plan. The proposed route is disconnected with gaps in proposed cycle lanes/bus routes and in places there will not be room for proper footpaths. I urge you to consider the more appropriate alternative routes which are more easily developed.	Please see the NTA's response to Issue 3 in this report
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NTA-C14-605	Hi There I don't agree with the proposed Bus Connects STC C from Blackpool to Cork City. I live in Ballinahina and I work across the city in Bishopstown. The proposed route changes will add significantly to congestion on Dublin Hill, Kilcully/Whitechurch Road and Ballyvolane access to the city. These routes are already busy. The local businesses will be adversely affected and it will lead to a reduction in business for all concerned. I use and need a car for my job. While I live only 4 kms from Blackpool, I could not use buses to be at my work place for 08:00 am each morning. Bertie Sheehan	Please see the NTA's response to Issue 9 in this report
NTA-C14-605	Hi There I don't agree with the proposed Bus Connects STC C from Blackpool to Cork City. I live in Ballinahina and I work across the city in Bishopstown. The proposed route changes will add significantly to congestion on Dublin Hill, Kilcully/Whitechurch Road and Ballyvolane access to the city. These routes are already busy. The local businesses will be adversely affected and it will lead to a reduction in business for all concerned. I use and need a car for my job. While I live only 4 kms from Blackpool, I could not use buses to be at my work place for 08:00 am each morning. Bertie Sheehan	Please see the NTA's response to Issue 8 in this report
NTA-C14-609	This proposed bus gate will have a negative impact on Blackpool and near by residents. Traffic is already an issue and this will increase congestion around the shopping centre and by pass, it will make blackpool itself inaccessible making the access to the village and businesses very challenging.	Please see the NTA's response to Issue 9 in this report
NTA-C14-627	At the North Monastery Road and Watercourse Rd junction, we have a bi-directional cycle lane suddenly being broken out and separated when going Northbound. The Watercourse Rd doesn't feature a southbound lane and reduces the quality of active travel in this area. Perhaps making the Watercourse Rd a one way Southbound up until the Commons Rd junction could alleviate concerns about the loss of parking and narrowness of the road and at the same time allow a bidirectional cyclelane to be installed until at this junction. Northbound traffic can simply use Great William O'Briens St. The	Please see the NTA's response to Issue 11 in this report

	cycle lane could then be connected to Orchard Court, and follow alongside the River Bride and then connect to Blackpool shopping centre via an underpass underneath the N20, this would connect quite well to the cycle infrastructure proposed as part of the N20/M20 project. Adding the dedicated Bus Lane on Cathedral Walk makes perfect sense.	
NTA-C14-627	At the North Monastery Road and Watercourse Rd junction, we have a bi-directional cycle lane suddenly being broken out and separated when going Northbound. The Watercourse Rd doesn't feature a southbound lane and reduces the quality of active travel in this area. Perhaps making the Watercourse Rd a one way Southbound up until the Commons Rd junction could alleviate concerns about the loss of parking and narrowness of the road and at the same time allow a bidirectional cyclelane to be installed until at this junction. Northbound traffic can simply use Great William O'Briens St. The cycle lane could then be connected to Orchard Court, and follow alongside the River Bride and then connect to Blackpool shopping centre via an underpass underneath the N20, this would connect quite well to the cycle infrastructure proposed as part of the N20/M20 project. Adding the dedicated Bus Lane on Cathedral Walk makes perfect sense.	Please see the NTA's response to Issue 3 in this report
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NTA-C14-629	Please do not let the bus corridor affect Beaumont Quarry negatively. This beautiful green area is an oasis in the city and much love and regularly used by many residents. As a biologists i can recognise and appreciate that the is a high level of species diversity. It is a jewel in the crown for the corporation please protect it.	This submission does not relate to STC C.
NTA-C14-649	[personal information redacted] Name: Patrick Ahern Position: Managing Director T&A Building Supplies Ltd. Company Background: T&A was set up in Blackpool in May 1986 by my father Jerry Ahern and his business partner Paddy Tierney. We are the only Cork owned Builders merchants and DIV store in Cork city. Personal Background: I was born and raised at the top of Spring Lane in Blackpool. I spent all of my childhood and most of my adult working life in Blackpool. I have seen it go from a bottleneck pre the bypass to post bypass where you can travel through traffic free. Blackpool has been largely ignored over the past twenty years or more, you will have no doubt seen from your tours through Blackpool the dereliction and the general decay in the village. I personally welcome the proposed improvements in public transport, as a family myself and my four kids regularly use the bus if we are travelling to the city centre. I am extremely invested in making Blackpool a success I have a huge emotional attachment to Blackpool. However the proposed bus gates on both ends of the village I strongly disagree on from both a business and social impact. Communication/Engagement: As a significant employer in the area and potentially the most at risk form this proposal I would have expected at the very least some direct communications from Bus Connects. I have up to seventeen families that rely on our survival, the proposed bus gates will inhibit a large portion of our customer base from accessing us. Access: Our business is dependent on ease of access from all sides, bus gates, and the proposed bus lane adjacent to our entrance gate will severely impact our customers ability to gain entry to our shop and yard. Your proposals has the potential to close us down vey quickly. I cannot express the damage the bus gates in particular and the bus lane adjacent to our entrance gate (see attached map) will have on our business. We will contest this to the bitter end it will be a matter of life or death for us. Your bus gates will be akin to	Please see the NTA's response to Issue 22 in this report

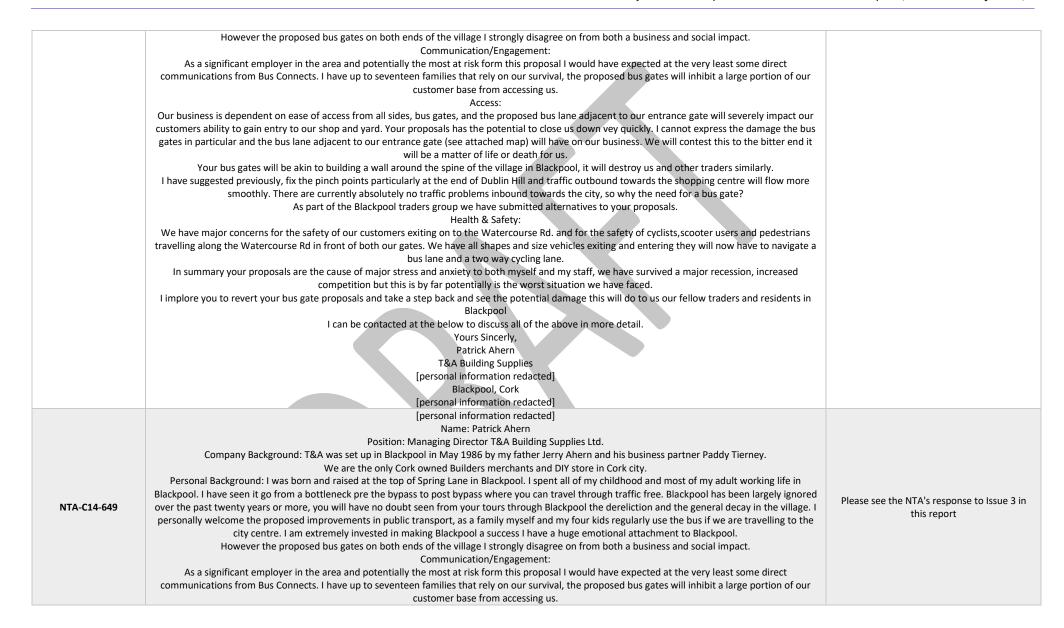
	Health & Safety: We have major concerns for the safety of our customers exiting on to the Watercourse Rd. and for the safety of cyclists, scooter users and pedestrians travelling along the Watercourse Rd in front of both our gates. We have all shapes and size vehicles exiting and entering they will now have to navigate a bus lane and a two way cycling lane. In summary your proposals are the cause of major stress and anxiety to both myself and my staff, we have survived a major recession, increased competition but this is by far potentially is the worst situation we have faced. I implore you to revert your bus gate proposals and take a step back and see the potential damage this will do to us our fellow traders and residents in Blackpool I can be contacted at the below to discuss all of the above in more detail. Yours Sincerly, Patrick Ahern T&A Building Supplies [personal information redacted] Blackpool, Cork	
	[personal information redacted] [personal information redacted]	
NTA-C14-649	Name: Patrick Ahern Position: Managing Director T&A Building Supplies Ltd. Company Background: T&A was set up in Blackpool in May 1986 by my father Jerry Ahern and his business partner Paddy Tierney. We are the only Cork owned Builders merchants and DIY store in Cork city. Personal Background: I was born and raised at the top of Spring Lane in Blackpool. I spent all of my childhood and most of my adult working life in Blackpool. I have seen it go from a bottleneck pre the bypass to post bypass where you can travel through traffic free. Blackpool has been largely ignored over the past twenty years or more, you will have no doubt seen from your tours through Blackpool the dereliction and the general decay in the village. I personally welcome the proposed improvements in public transport, as a family myself and my four kids regularly use the bus if we are travelling to the city centre. I am extremely invested in making Blackpool a success I have a huge emotional attachment to Blackpool. However the proposed bus gates on both ends of the village I strongly disagree on from both a business and social impact. Communication/Engagement: As a significant employer in the area and potentially the most at risk form this proposal I would have expected at the very least some direct communications from Bus Connects. I have up to seventeen families that rely on our survival, the proposed bus gates will inhibit a large portion of our customer base from accessing us. Access: Our business is dependent on ease of access from all sides, bus gates, and the proposed bus lane adjacent to our entrance gate will severely impact our will be a matter of life or deth for us. Your bus gates will be akin to building a vall around the spine of the village in Blackpool, it will destroy us and other traders similarly. I have suggested previously, fix the pinch points particularly at the end of Dublin Hill and traffic outbound towards the shopping centre will flow more smoothly. There are currently absolutely no traffic problems inbound towards	Please see the NTA's response to Issue 14 in this report

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I can be contacted at the below to discuss all of the above in more detail.			
Yours Sincerly,			

	Patrick Ahern	
	T&A Building Supplies	
	[personal information redacted]	
	Blackpool, Cork	
	[personal information redacted]	
	[personal information redacted]	
	Name: Patrick Ahern	
	Position: Managing Director T&A Building Supplies Ltd.	
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	We are the only Cork owned Builders merchants and DIY store in Cork city.	
	Personal Background: I was born and raised at the top of Spring Lane in Blackpool. I spent all of my childhood and most of my adult working life in	
	Blackpool. I have seen it go from a bottleneck pre the bypass to post bypass where you can travel through traffic free. Blackpool has been largely ignored	
	over the past twenty years or more, you will have no doubt seen from your tours through Blackpool the dereliction and the general decay in the village. I	
	personally welcome the proposed improvements in public transport, as a family myself and my four kids regularly use the bus if we are travelling to the	
	city centre. I am extremely invested in making Blackpool a success I have a huge emotional attachment to Blackpool.	Please see the NTA's response to Issue 21 in
NTA-C14-649	However the proposed bus gates on both ends of the village I strongly disagree on from both a business and social impact.	this report
	Communication/Engagement:	•
	As a significant employer in the area and potentially the most at risk form this proposal I would have expected at the very least some direct	
	communications from Bus Connects. I have up to seventeen families that rely on our survival, the proposed bus gates will inhibit a large portion of our	
	customer base from accessing us.	
	Access:	
	Our business is dependent on ease of access from all sides, bus gates, and the proposed bus lane adjacent to our entrance gate will severely impact our	
	customers ability to gain entry to our shop and yard. Your proposals has the potential to close us down vey quickly. I cannot express the damage the bus	
	gates in particular and the bus lane adjacent to our entrance gate (see attached map) will have on our business. We will contest this to the bitter end it	
	will be a matter of life or death for us.	

	As part of the Blackpool traders group we have submitted alternatives to your proposals. Health & Safety: We have major concerns for the safety of our customers exiting on to the Watercourse Rd. and for the safety of cyclists, scooter users and pedestrians travelling along the Watercourse Rd in front of both our gates. We have all shapes and size vehicles exiting and entering they will now have to navigate a bus lane and a two way cycling lane. In summary your proposals are the cause of major stress and anxiety to both myself and my staff, we have survived a major recession, increased competition but this is by far potentially is the worst situation we have faced. I implore you to revert your bus gate proposals and take a step back and see the potential damage this will do to us our fellow traders and residents in Blackpool I can be contacted at the below to discuss all of the above in more detail. Yours Sincerly, Patrick Ahern T&A Building Supplies [personal information redacted] Blackpool, Cork [personal information redacted] [personal information redacted] Name: Patrick Ahern Position: Managing Director T&A Building Supplies Ltd.	
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BusConnects Cork STC C – Blackpool to City DRAFT Preferred Route Options – Public Consultation Report (Mar 2023 – May 2023)

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NTA-C14-658	The route chosen for STC C is the wrong route. This will send cyclists, buses, pedestrians and cars on a literal collision course on the Watercourse Road. A much better route is available on the main N20 with wide carrigeways, 2.5m footpaths and green verges. These could be utilised to create the required bus/bike/pedestrian/car routes without destroying one of the oldest parts of Cork City. Residents will be forced to move out, small businesses will close due to lack of incidental parking and the area will face further decline. This is an area of Conservation in the Current Cork City Development Plan. The proposed route is disconnected with gaps in proposed cycle lanes/bus routes and in places there will not be room for proper footpaths. I urge you to consider the more appropriate alternative routes which are more easily developed.	Please see the NTA's response to Issue 21 in this report
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NTA-C14-659	I cycle through Blackpool multiple times weekly, and occasionally use the 215 bus. I am strongly in favour of the BusConnects proposals. Sustainable transport infrastructure is badly needed in this area. In particular, I support the Bus Gate proposals. The use of Bus Gates has been successful in the UK at reducing bus transit times and increasing cyclist safety. These measures are needed, and only reliable and efficient public transport will encourage people to leave their cars at home. I suspect that some of the measures proposed will not be popular with certain groups, but I would encourage the BusConnects team to deliver what is currently proposed, bringing the wider benefits to society, rather than capitulating to a vocal minority of individuals.	Please see the NTA's response to Issue 22 in this report

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NTA-C14-674	No to bus gates. No to the removal of parking spaces. This plan will cause substantial and unnecessary traffic congestion. People need cars, they will continue to drive, they will need roads to drive on and spaces to park in. No matter how many bus lanes are created you will not remove every single car from the road. All you are doing is angering and frustrating people. Develop a plan which caters for buses AND cars.	Please see the NTA's response to Issue 9 in this report
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NTA-C14-712	 I wish to place a submission in relation to the Bus Corridor Blackpool to City. While overall Bus Connects is welcome and positive for the area and communities they serve, I would like Bus Connects to consider the following; 1 The Proposed cycle lane is mixed with traffic. I would submit the Bus connects should consider a cycle lane going from Dinos junction (the junction of Pophams road and Commons Rd) going through along Orchard Court Parallel to the River Bride and coming out along Great William O Brien St. This would have the effect of opening up the area and enhancing the cycle experience as well as reducing the volume of traffic on Thomas Davis St which is a narrow St. 2. The Proposed Bus Gates for Thomas Davis Street may have a negative effect on the business in Blackpool. There are many businesses (such as Building 	Please see the NTA's response to Issue 22 in this report
	 supplies) that would find it hard to function without adequate access. Consideration should be given as to how to manage and sustain the local businesses. 3. Many people have expressed concern that traffic access at the bottom of Dublin Hill will be cut off from Blackpool and that both the life of the village and access for people to Medical services, Chemists, and other services will be severely affected. 4. Another concern is with access from the bottom of Dublin Hill to Blackpool is curtailed that traffic will increase through Hawthorn Mews. Cllr John Sheehan & Cllr Tony Fitzgerald Cork City Council 	
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NTA-C14-713	The proposed changes to traffic routing on Dublin Hill, Watercourse Road and Thomas Davis Street will have a huge detrimental impact to business, local traffic and local access for the wider area. Traffic coming from Carraig na bhFear, Whites Cross, Glenville and other surrounding rural areas will all have to take new routes pushing travel to already overloaded routes around Blackpool shopping centre and Ballyvolane.	Please see the NTA's response to Issue 8 in this report
NTA-C14-713	The proposed changes to traffic routing on Dublin Hill, Watercourse Road and Thomas Davis Street will have a huge detrimental impact to business, local traffic and local access for the wider area. Traffic coming from Carraig na bhFear, Whites Cross, Glenville and other surrounding rural areas will all have to take new routes pushing travel to already overloaded routes around Blackpool shopping centre and Ballyvolane.	Please see the NTA's response to Issue 9 in this report
NTA-C14-733	The route chosen for STC C is the wrong route. This will send cyclists, buses, pedestrians and cars on a literal collision course on the Watercourse Road. A much better route is available on the main N20 with wide carrigeways, 2.5m footpaths and green verges. These could be utiltised to create the required bus/bike/pedestrian/car routes without destroying one of the oldest parts of Cork City. Residents will be forced to move out, small businesses will close due to lack of incidental parking and the area will face further decline. This is an area of Conservation in the Current Cork City Development Plan. The proposed route is disconnected with gaps in proposed cycle lanes/bus routes and in places there will not be room for proper footpaths. I urge you to consider the more appropriate alternative routes which are more easily developed.	Please see the NTA's response to Issue 21 in this report
NTA-C14-733	The route chosen for STC C is the wrong route. This will send cyclists, buses, pedestrians and cars on a literal collision course on the Watercourse Road. A much better route is available on the main N20 with wide carrigeways, 2.5m footpaths and green verges. These could be utilitised to create the required bus/bike/pedestrian/car routes without destroying one of the oldest parts of Cork City. Residents will be forced to move out, small businesses will close due to lack of incidental parking and the area will face further decline. This is an area of Conservation in the Current Cork City Development Plan. The proposed route is disconnected with gaps in proposed cycle lanes/bus routes and in places there will not be room for proper footpaths. I urge you to consider the more appropriate alternative routes which are more easily developed.	Please see the NTA's response to Issue 3 in this report
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NTA-C14-733	The route chosen for STC C is the wrong route. This will send cyclists, buses, pedestrians and cars on a literal collision course on the Watercourse Road. A much better route is available on the main N20 with wide carrigeways, 2.5m footpaths and green verges. These could be utilitised to create the required	Please see the NTA's response to Issue 11 in this report

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NTA-C14-774	As a resident of Blackpool I find it very frustrating that we don't have a proper bus corridor or cycling infrastructure. Blackpool has a lot of redevelopment going on at the moment which will dramatically increase its population. It is already heavily congested. This is clearly only going to get worse without alternatives. The Northside always seems to get overlooked in these things and the people here deserve better. Once upon a time there was a tram service into town. Now you either walk or get stuck in traffic. This isn't good enough and the time to modernise and help clean up the area from fumes is now.	Please see the NTA's response to Issue 5 in this report
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NTA-C14-778	As an infrequent user of public transport I have had very negative experiences/observations of the the bus service. The Blackpool route to Blackpool shopping centre should not be included in the 215 service which services Killeens Blarney Tower and Cloghroe. On Tuesday 23rd May I arrived for bus in Tower @14.55 (for a 16.30 dental appointment) and arrived in Patrick St @16.53. 75 passengers embarked in Blarney village, almost 100% of them were tourists on there commute back to their cruise in Cobh. The bus was Dangerously over capacity with not even standing room in the aisle. This is a poor reflection on our city and tourism Students from the local secondary school were left at the next bus stop as was a young parent with 3 young children and a buggy near North Point. There need to be a review and a designated bus service to Blarney to accommodate the cruise season. On another recent commute I witnessed an overcapacity bus from Patrick St to Cloghroe (215).In spite of passengers standing in the aisles of an already delayed service the bus still stopped at every bus stop along the route to Blackpool with occasional passengers boarding or disembarking.The bus continued with overcapacity all the route to Blarney	Please see the NTA's response to Issue 5 in this report
NTA-C14-782	Dear Sir/Madam, I am writing to you as I'm objecting to the proposal by the NTA to remove 8 trees on the N20 (outside Heineken Brewery). According to the BusConnects document there is no proposal to replant new trees after the current ones are removed. These trees were planted back in 1992 by Cork Corporation (now Cork City Council) as part of the 'Leitrim Street Road Improvement and Kiln River Drainage Scheme'. Blackpool is one of Cork City's most populated residential areas. Many residents walk this stretch of road every day; whether it is going to school, work, shop or socialise in the city centre. This stretch of road is especially busy in the summertime with walkers and joggers. These trees are not just things that	Please see the NTA's response to Issue 16 in this report

	are stuck in the ground, we do appreciate them and they are important to us. We do not have many trees or green spaces in this area and the ones that we do have, we must cherish them. There is no doubt that trees make us happier. There has been considerable research in recent years that trees are good for our metal health and social well-being. Trees also enhance the city environment and contribute to biodiversity and mitigates the impact of climate change. For the first time Cork City Council appointed a dedicated Tree Officer in 2021, has this person been consulted on these trees being cut down? This road where the NTA proposes to remove 8 trees has 4 lanes of traffic, a central median strip and large footpaths either side. Surely there is no need for this road to be widened as it is wide enough already to implement an improved road network. I have attached 2 photos to this submission. The trees that you are proposing to remove are circled in red. You will see that these trees enhance the character of the area and the removal of them would be devastating. To conclude, I would ask you to carefully consider my submission in light of the serious concerns and observations outlined. Yours sincerely, William Murphy.	
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NTA-C14-782	Dear Sir/Madam, I am writing to you as I'm objecting to the proposal by the NTA to remove 8 trees on the N20 (outside Heineken Brewery). According to the BusConnects document there is no proposal to replant new trees after the current ones are removed. These trees were planted back in 1992 by Cork Corporation (now Cork City Council) as part of the 'Leitrim Street Road Improvement and Kiln River Drainage Scheme'. Blackpool is one of Cork City's most populated residential areas. Many residents walk this stretch of road every day; whether it is going to school, work, shop or socialise in the city centre. This stretch of road is especially busy in the summertime with walkers and joggers. These trees are not just things that are stuck in the ground, we do appreciate them and they are important to us. We do not have many trees or green spaces in this area and the ones that we do have, we must cherish them. There is no doubt that trees make us happier. There has been considerable research in recent years that trees are good for our metal health and social well-being. Trees also enhance the city environment and contribute to biodiversity and mitigates the impact of climate change. For the first time Cork City Council appointed a dedicated Tree Officer in 2021, has this person been consulted on these trees being cut down? This road where the NTA proposes to remove 8 trees has 4 lanes of traffic, a central median strip and large footpaths either side. Surely there is no need for this road to be widened as it is wide enough already to implement an improved road network. I have attached 2 photos to this submission. The trees that you are proposing to remove are circled in red. You will see that these trees enhance the	Please see the NTA's response to Issue 12 in this report

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NTA-C14-782	Attachment to submission. Summary: Objection to the removal of trees along N20 (outside Heineken Brewery), as they were planted as part of the 'Leitrim Street Road Improvement and Kiln River Drainage Scheme'.	Please see the NTA's response to Issue 16 in this report
	Objection to the removal of trees along N20 as it will reduce biodiversity and removes the mitigation of climate change. Map 1	
NTA-C14-797	Junction on N20 with Popham's & Bros Delaney Rd's - needs to be redesigned. The delays going left out of town to Popham's Rd causes traffic to back up on N20. Pedestrians have to wait for a long time for the Green Man to let them cross and then the time allowed to cross is too short. This junction does not work for traffic or pedestrians. Traffic coming down Popham's Rd to Commons Rd junction face delays at all times of the day, because of traffic light sequencing at N20. Popham's Road is not suitable for buses - gradient is too steep and road too narrow. Possible alternative junction could be constructed at the bottom of Fairfield Avenue, for traffic heading left on N20 to Blarney. Map 2 Provide adequate warning signs for traffic driving on Old Mallow Rd and Dublin Hill that a Bus Gate is in place at certain times. Only impose the Bus Gate at morning peak times - not all day. Upgrade footpaths on Dublin St. they are narrow and uneven. If possible remove all redundant street furniture that block people in wheelchairs etc. I am in agreement with the 'filtered permeability' measure on Spring Lane. Disabled parking is required near Doctor's surgery, on Dublin St. Map 3 Upgrade footpaths on Thomas Davis St. Cycle lane at junction with Orchard Crt and T.Davis St might not be possible due to narrow footpath at that point. Removal of 'parklet' near same junction will provide an extra parking space.	Please see the NTA's response to Issue 3 in this report

BusConnects Cork STC C – Blackpool to City

DRAFT Preferred Route Options – Public Consultation Report (Mar 2023 – May 2023)

	Map 4	
	On N20 (going towards town) the right turn to Blackpool causes problem with traffic backing up. This needs a separate filter lane, in the middle, to enable	
	other two lanes to flow.	
	Traffic coming from Blackpool and North side need to be able to turn right on to N20, to go towards town. At present traffic must drive down	
	Watercourse Rd and access N20 at Cathedral Walk.	
	The junctions of Assumption Rd/N20 and Watercourse road need a redesign. A lot of accidents happen with cars turning right on to Assumption Rd and	
	cars speeding down N20.	
	Map 5	
	Upgrade footpaths on Watercourse Rd.	
	Can Great William O'Brien St get 'Quiet Street' status?	
	Map 6	
	Cathedral Walk - at Heineken - is too narrow for 2 cycle lanes.	
	Cathedral Walk, to North Presentation Primary School, I suggest reverse the flow of traffic, on the one way system. Parents and teachers will not be able	
	to access the school and parking area in the morning due to the Bus Gate.	
	Map 7	
	Plant trees along wide stretch of N20, to replace those removed.	
	Map 8	
	Access to Knapps Sq & Lwr John St is very difficult for cyclists on Camden Quay going north. Map 1	
	Junction on N20 with Popham's & Bros Delaney Rd's - needs to be redesigned. The delays going left out of town to Popham's Rd causes traffic to back up	
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	Provide adequate warning signs for traffic driving on Old Mallow Rd and Dublin Hill that a Bus Gate is in place at certain times.	
	Only impose the Bus Gate at morning peak times - not all day.	
	Upgrade footpaths on Dublin St. they are narrow and uneven. If possible remove all redundant street furniture that block people in wheelchairs etc.	
	I am in agreement with the 'filtered permeability' measure on Spring Lane.	
NTA-C14-797	Disabled parking is required near Doctor's surgery, on Dublin St.	Please see the NTA's response to Issue 6 in
NTA-C14-797	Map 3	this report
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	Watercourse Rd and access N20 at Cathedral Walk.	
	The junctions of Assumption Rd/N20 and Watercourse road need a redesign. A lot of accidents happen with cars turning right on to Assumption Rd and	
	cars speeding down N20.	
	Map 5	
	Upgrade footpaths on Watercourse Rd.	
	Can Great William O'Brien St get 'Quiet Street' status?	
	Map 6	
	Cathedral Walk - at Heineken - is too narrow for 2 cycle lanes.	
	Cathedral Walk, to North Presentation Primary School, I suggest reverse the flow of traffic, on the one way system. Parents and teachers will not be able	
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BusConnects Cork STC C – Blackpool to City DRAFT Preferred Route Options – Public Consultation Report (Mar 2023 – May 2023)

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NTA-C14-805	We, McCutcheon Halley Chartered Planning Consultants, act on behalf of our clients, O'Reilly's Garage Blackpool Limited, of 62 Watercourse Road, Blackpool, Cork and make the attached submission to Round 2 of the BusConnects Cork Preferred Route Option STC C: Blackpool to City. https://consult.nationaltransport.ie/en/system/files/materials/7047/9103/Sub_230524_BusConnects_OReillysGarage_Final_MC%20Combined_0.pdf	Please see the NTA's response to Issue 9 in this report
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NTA-C14-811	The main difficulty that I have with the 'Bus Connects' proposals is in relation to the closing of Spring Lane, which has always been a public road, to motorist traffic and I have a number of comments/suggestions to make in relation to this. I believe that 'Bus Connects' representatives have met, and had discussions with, residents of Spring Lane. I am not privy to these discussions but I gather	Please see the NTA's response to Issue 24 this report

	that some residents are unhappy with traffic in this area, even though it is now only a one-way system to the East.	
	While I understand, and empathise with, resident's concerns I also have to state that I regularly use Spring Lane (although not on a daily basis) at	
	different times of the day and I have never experienced any traffic congestion or speeding there since the one-way system was introduced.	
	I can only assume that traffic is heavy/congested/problematic at certain peak times - probably in the early morning time when people are driving to work	
	or in the late afternoon when people are driving home from work.	
	I believe that	
	(i) Spring Lane is an important relief road, especially for people living locally on the eastern side of Blackpool village	
	(ii) to totally block eastbound traffic on Spring Lane is both unnecessary and undesirable, except, possibly, during brief peak time(s) in the early morning	
	and/or late afternoon	
	(iii) Spring Lane is not conducive to speeding traffic because of both the narrowness of the lane and its very angular nature (there are 4 distinct angles	
	along the Spring Lane route), especially the very restricted angle midway at the Railway bridge.	
	(iv) to block both southbound traffic on Thomas Davis Street, by introducing a Bus Gate at the entrance to Spring Lane and also block eastbound traffic on	
	Spring Lane, would force most traffic onto Brothers Delaney Road and the N20 and/or the Commons Road. However, this forces motorists into traffic	
	lights and increased traffic buildup, or else up Dublin Hill.	
	(v) there are already long tailbacks/delays/waiting times at traffic lights for traffic on the N20 wishing to turn right into the Shopping Centre and the	
	Retail Park (at the junction with Commons Road and Brothers Delaney Road) because there is already so much traffic on the N20, and in this general	
	area, and (as far as I am aware, this happens throughout the day) and this is before all of the planned housing in and around the wider Blackpool area	
	comes on stream. There is also traffic build-up at this main junction from the Commons Road and Popham's Road direction.	
	(vi) with increased congestion in the general Blackpool area and, with too many proposed restrictions imposed, motorists will be forced to travel up	
	Dublin Hill and eastward through housing estates - causing increased time wasting, more petrol costs, more pollution, more frustration, and even more	
	problems than if Spring Lane is allowed to remain as it is at present.	
	In Summary:	
	I believe that introducing a complete ban on motorist traffic up through Spring Lane, along with the proposed restrictions of the Bus Gates, is both	
	unnecessary and undesirable, and that it would be counterproductive to harmonious traffic flow in the entire Blackpool area.	
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NTA-C14-824	I'm commuting through Blackpool every morning. I start work before 7am every morning in a city Hospital. I would happily take public transport if it existed where I live (Whitechurch). You want to take away a whole route of traffic and send the traffic through other parts of the city and hence build up traffic everywhere else and making a2normally 20/25 minute commute for me and all ither commuters who use Blackpool much much longer. The only public transport to pass my door is once a week on a Saturday so therefore using public transport isn't an option to everyone. I'm all for more buses on the road but not to the detriment of people who have no other option than to drive to and from work,schools,appointments etc.	Please see the NTA's response to Issue 9 in this report
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NTA-C14-849	As a resident of Blackpool I strongly disagree with the installation of all these bus gates and a few of the proposed changes to the road structure surrounding Blackpool. The bus gate to be located at the end of Dublin hill will force traffic to turn right and use the road known as Brothers Delaney road and will have to compete with traffic flowing in and out of the shopping centre which is extremely busy already. It will also force road users to travel along much smaller roads to reach their destination on the north side. Roads such as the Old Commons Road which leads back in to the Village of Blackpool. This road has parking on both sides which does not allow for free flowing traffic and the traffic that travel this road is significant already without the threat of extra traffic being forced onto it. Many residents of this road are concerned that it could potentially lead the council to removing parking altogether. Also at the top of this road you have the junction connecting to pophams hill. The small section of roads here by Dinos chipper is currently two lanes but it is being proposed that one of these lanes will be a bus lane which will leave 3 lanes of traffic to flow only into 1 lane. Over all the general proposal wasn't very well thought out and can only lead me to believe that the designs were done by someone outside of the locality.	Please see the NTA's response to Issue 9 in this report
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NTA-C14-805	Attachment to submission. Summary: Concern that even if the Bus Gates are implemented, there is no guarantee they will only operate during peak hours, as has been evidenced by recent changes to Bus Gates in other local authority areas.	Please see the NTA's response to Issue 9 in this report
NTA-C14-853	As a long standing resident of Blackpool I strongly disagree with the installation of all these bus gates and a few of the proposed changes to the road structure surrounding Blackpool. Having lived all my life here I have seen many changes along the way. Some good and some terrible changes for	Please see the NTA's response to Issue 9 in this report

	Blackpool and I think introducing all these changes to the road infrastructure will have a detrimental effect on Blackpool as a whole. For example the bus gate to be located at the end of Dublin hill will force traffic to turn right and use the road known as Brothers Delaney road and will have to compete with traffic flowing in and out of the shopping centre which is extremely busy already. It will also force road users to travel along much smaller roads to reach their destination on the north side. Roads such as the Old Commons Road which leads back in to the Village of Blackpool. This road has parking on both sides which does not allow for free flowing traffic and the traffic that travel this road is significant already without the threat of extra traffic being forced onto it. Many residents of this road are concerned that it could potentially lead the council to removing parking altogether. Some of the estates on Dublin Hill will become rat runs. Local businesses will potentially lose business. At the top of the Old Commons Road you have the junction connecting to pophams hill. The small section of roads here by Dinos chipper is currently two lanes but it is being proposed that one of these lanes will be a bus lane which will leave 3 lanes of traffic to flow into only 1 lane. Over all the general proposal wasn't very well thought out and can only lead me to believe that the designs were done by someone outside of the locality.	
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NTA-C14-853	As a long standing resident of Blackpool I strongly disagree with the installation of all these bus gates and a few of the proposed changes to the road structure surrounding Blackpool. Having lived all my life here I have seen many changes along the way. Some good and some terrible changes for Blackpool and I think introducing all these changes to the road infrastructure will have a detrimental effect on Blackpool as a whole. For example the bus gate to be located at the end of Dublin hill will force traffic to turn right and use the road known as Brothers Delaney road and will have to compete with traffic flowing in and out of the shopping centre which is extremely busy already. It will also force road users to travel along much smaller roads to reach their destination on the north side. Roads such as the Old Commons Road which leads back in to the Village of Blackpool. This road has parking on both sides which does not allow for free flowing traffic and the traffic that travel this road is significant already without the threat of extra traffic being forced onto it. Many residents of this road are concerned that it could potentially lead the council to removing parking altogether. Some of the estates on Dublin Hill will become rat runs. Local businesses will potentially lose business. At the top of the Old Commons Road you have the junction connecting to pophams hill. The small section of roads here by Dinos chipper is currently two lanes but it is being proposed that one of these lanes will be a bus lane which will leave 3 lanes of traffic to flow into only 1 lane. Over all the general proposal wasn't very well thought out and can only lead me to believe that the designs were done by someone outside of the locality.	Please see the NTA's response to Issue 8 in this report
NTA-C14-867	 I live in the Shandon area and I got this leaflet in my letter box. It looks at a glance like it could be official information on Bus Connects, but it does not have any information on it whatsoever about who printed it. On one side it seems like it is presenting fairly neutral information on bus gates, but on the reverse it asks "What will it mean for Blackpool?" and then lists only the perceived negative impact that it will have on car owners and absolutely no positives at all. This leaflet, that seems to be trying to present itself as neutral or official material, states as an absolute fact that it will lead to increased traffic, despite the fact that better public transport and cycling infrastructure can actually alleviate traffic by taking cars off of the road. It has nothing to say at all of any potential benefits to people, whether they have a car or not or how it could provide additional options to car owners, only negatives, and then asks people to make submissions to the Bus Connects website to "submit your concerns". Well I have concerns about people paying to have a very slick and official-looking piece of propaganda distributed around my area with absolutely no information on who has done it to try and sway people against important transportation work. It is perhaps beyond the scope of these submissions to ask 	Please see the NTA's response to Issue 20 in this report

	that this be investigated, but I ask that people reading these keep in mind the disingenuous tactic have been used to attempt to sway people against extremely and welcome infrastructure improvements. And as a Shandon resident without a car I often cycle to get around the city but don't feel as safe venturing out to Blackpool on a bike. Protected cycle lanes and stronger bus routes as well going in and out to Blackpool would make it easier to access some of the larger shops out in Blackpool like Woodie's and Argos that aren't necessarily available closer to the Shandon area or the city centre. https://consult.nationaltransport.ie/en/system/files/materials/7047/9249/IMG_20230511_172022.jpg, https://consult.nationaltransport.ie/en/system/files/materials/7047/9249/IMG_20230511_171203.jpg	
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NTA-C14-867	Attachment to submission. Summary: Anti-bus gate leaflets explaining that bus gates will limit accessibility and remove car parking spaces.	Please see the NTA's response to Issue 20 in this report
NTA-C14-871	As someone who works in Blackpool this will cause more traffic on my path to work. The transport corridor will not allow me to drive the quickest route and the traffic will be increased on other routes and cause even more traffic jams than there already is every day and this will in turn cause even more issues, not just for the people who need to get to work but also the residents in the area. This will not only be an issue for me but also for everyone that I work with and our customers. This transport corridor is not worth the damage that it will cause to the lives of residents and members of the public.	Please see the NTA's response to Issue 9 in this report
NTA-C14-883	Sir/Madam, As a resident of the Old Commons Rd in Blackpool Village for the last 14 years I welcome any plan that improves the quality of life here for all residents. I am an occasional car user and a regular a cyclist commuter and pedestrian between Blackpool Village and the City Centre. My family doesn't currently make regular use of the bus service apart from the odd occasion where we might get a bus between Blackpool Village and the City Centre. Our experience of the bus service is that there is sometimes a long wait between buses and it's easier to just make the twenty minute walk instead. More frequent and timely buses would be most welcome. As far as cycling to/from Blackpool to City Centre is concerned - I feel confident enough to cycle along Watercourse Road myself but would certainly not be comfortable with my children attempting it due to proximity to car traffic. I often see scooters and cyclists using the footpath instead of the road so it is clearly an issue for others too. The road needs to be safe for all road users. My feeling is that painted cycle lanes running alongside traffic without clear separation/protection from car traffic such as bollards (especially along the N20) are not going to encourage people to use them. The cycle path arrangement at the junction of Watercourse Rd and Cathedral Walk appears convoluted to me, I expect that cyclists will just turn directly into Watercourse Road from Cathedral Walk (coming from the N20 direction) and ignore the cycle path.	Please see the NTA's response to Issue 22 in this report

	As a resident of the Old Commons Road I have concerns that it is being proposed as an alternative route during bus gate operation times on Watercourse Rd. This road is already extremely busy during peak hours. There are often stand offs between drivers travelling in opposite directions and some accidents and damage to parked vehicles have occurred here too. There is a Telraam Counter provided by Cork Cycling Network on the front of my house since December 2022. It can be viewed at Telraam.net and shows the heavy usage of this stretch of road. The potential impact on the safety and health of those living on this road must also be factored into this decision. There is also quite a lot of bicycle/scooter traffic along this road which drivers often drive along at excessive speed. I am absolutely opposed to any plan that would see a greenway put over the River Bride through Orchard Court as has been proposed by the local Traders Group (referenced in the Bus Connects 2022 Submission Report). I support the aims of Bus Connects for a sustainable transport corridor between Blackpool Village and the city centre and look forward to the positive impact it will have for those living and working here.	
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	Blackpool Resident	
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	Blackpool Resident	Please see the NTA's response to Issue 9 in
NTA-C14-887	No to bus connect through Blackpool	this report
NTA-C14-891	Use this route regularly to access city centre, creation of this bus corridor will result in increased traffic on surrounding alternative routes. Not possible for me to use public transport as I live 5 km from Blackpool and not serviced by bus.	Please see the NTA's response to Issue 9 in this report
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NTA-C14-896	Good evening, I am making a submission in relation to the proposed STC C - Blackpool to City Centre route. Currently the Dublin Hill area of Cork City is served by the number 207A bus service operating on an hourly basis seven days per week. From observing the proposed new bus routes, it looks like there will no longer be a bus service on Dublin Hill which if this is the case will affect residents of the area with mobility issues and particularly older people who rely on the service to access Blackpool Shopping Centre. The present 207A brings people from Dublin Hill and surrounding areas close to the shopping centre and back up Dublin Hill. Please find attached my comments regarding the impact removing the 207A service will have on the people of the area. Thank you,	Please see the NTA's response to Issue 6 in this report

	Paul O'Mahony https://consult.nationaltransport.ie/en/system/files/materials/7047/9297/Proposed%20STC%20C%20-	
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NTA-C14-896	Attachment to submission. Summary: Objections to the removal of the 207 bus route as it is an important relied upon service, particularly for older residents. Concern due to the fact that any proposed route that includes Lower Dublin Hill doesn't include any of Dublin Hill from the Grotto on Dublin Street to Glenthorn Estate where the existing route travels. It would just be a bus stop at the very start of the hill.	Please see the NTA's response to Issue 6 in this report
NTA-C14-896	Attachment to submission. Summary: The pedestrian activation buttons regularly break at the T-Junction of Redforge Road and Brothers Delaney Road, which could be avoided if traffic lights were installed without pedestrian action buttons and the lights operated on an automatic timer for pedestrians.	Please see the NTA's response to Issue 3 in this report
NTA-C14-897	I am a resident of the Old Commons Road, Blackpool. It is probable that once the proposed Sustainable Bus Corridor is in place through Blackpool Village, traffic will increase on our road as drivers avoid the bus gate. This is something I would accept as the price for a sustainable transport corridor linking Blackpool to the city. I heartily support this and all sustainable transport plans to improve connectedness between Blackpool and the city centre. I walk our daughter to school every morning in the city centre - car fumes and noise certainly do not enhance our walk between Blackpool, through	Please see the NTA's response to Issue 9 in this report

	Shandon and down into the city. Traffic congestion seems to me to be at least as bad as in the pre-Covid period and I worry about its effect on our children's lungs and long-term health as city kids. Any moves to restrict and ideally significantly reduce car traffic along our walking route would be welcomed by me. It makes total sense for car drivers to change their habits in favour of walking, cycling and using public transport. Even in winter, once you have the right raingear, there is no need to drive if you only need to get as far as the city centre from Blackpool - it's a virtue of living here that town is just a 20-min walk away. I appreciate businesses in Blackpool Village need to have deliveries made to their premises, and this must be facilitated to maintain the economic life of the village. Bus Connects already factors this in. I believe Blackpool needs to place the needs and quality of life of its residents centre-stage - this includes full-time residents and renters. For too long, the requirements of businesspeople in the village have dominated development priorities and planning in Blackpool. As someone living in the village, I will do what I can to support better connectedness with the city centre for people of all ages - and for my own family as we age. Thank you for the Bus Connects plan that helps meet this objective.	
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NTA-C14-930	I welcome any changes to improve both public transport and non-motorised transport throughout cork city. I am disappointed that the second round of consultantion has stepped back its ambitions, but fully support the needed modal changes	Please see the NTA's response to Issue 22 in this report

NTA-C14-952	This proposed new route will obstruct my route to work in Blackpool. This will also harm businesses in the local area if people cannot reach them via car.	Please see the NTA's response to Issue 8 in
	No to bus gates.	this report
	This proposed new route will obstruct my route to work in Blackpool.	Please see the NTA's response to Issue 9 in
NTA-C14-952	This will also harm businesses in the local area if people cannot reach them via car.	this report
	No to bus gates.	•
NTA-C14-1003	A totally unworkable scheme and will destroy the surrounding environment. The whole bus connect scheme is poorly thought through and clearly	Please see the NTA's response to Issue 25 in
	devised by somebody who has never visited cork city.	this report
	While all plans need adjustments id urge the nta to proceed with the plan as much as possible with the bus gate in blackpool. Much of the opposition	Discourse the NITA's response to low 22 :
NTA-C14-1008	come from ppl who dont like the idea of having to use the ring road. Far too much traffic still use the village as a rat run. That traffic needs to be up on the n20. The bus gate will make that possible. Just because drivers will have to take a longer route to reach the shops is not a reason to take away	Please see the NTA's response to Issue 22 in this report
	propper public transport for ppl who need it.	this report
	This proposed scheme would have a negative impact on businesses and residents in Blackpool as there would be very limited access for cars through	
	Blackpool village. Residential parking would be reduced. The roads to which the traffic will be diverted are already very busy so this would make a bad	Please see the NTA's response to Issue 8 ir
NTA-C14-1011	situation worse. There would be congestion and it would have a huge effect on people's health and well being due to extra time spent in traffic. In my	this report
	opinion it has not been thought through fully. There has to be a better way!	·
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NTA-C14-1011	Blackpool village. Residential parking would be reduced. The roads to which the traffic will be diverted are already very busy so this would make a bad	Please see the NTA's response to Issue 13
NTA-C14-1011	situation worse. There would be congestion and it would have a huge effect on people's health and well being due to extra time spent in traffic. In my	this report
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NTA-C14-1011	situation worse. There would be congestion and it would have a huge effect on people's health and well being due to extra time spent in traffic. In my	this report
	opinion it has not been thought through fully. There has to be a better way!	this report
	Broadly welcome but think that there could be better, safer and more generous provision for cyclists and walkers. There should also not be any culverting	Please see the NTA's response to Issue 22
NTA-C14-1028	or adverse impact on the River Bride for environmental and ammenity reasons.	this report
NTA C14 1020	Broadly welcome but think that there could be better, safer and more generous provision for cyclists and walkers. There should also not be any culverting	Please see the NTA's response to Issue 17
NTA-C14-1028	or adverse impact on the River Bride for environmental and ammenity reasons.	this report
	Hi I strongly object to the bus gates in Blackpool .	
NTA-C14-1046	As a business owner in Blackpoool access is vital to my customers.	Please see the NTA's response to Issue 9
	I have a lot of elderly customers who drive and park next to my shop and I feel great william o Brien Street will be become very busy if cars are not	this report
	allowed on Thomas Davis Street and Watercoourse Road	
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	I have a lot of elderly customers who drive and park next to my shop and I feel great william o Brien Street will be become very busy if cars are not allowed on Thomas Davis Street and Watercoourse Road	
NTA-C14-1050	I live on the Blackpool to City route but having reviewed all of the proposed changes, they're unconscionable. We cannot keep cowtailing to people who love their cars and do not care about anyone else, remove as much parking as necessary, improve the cycling and bus infrastructure as much as possible and nothing less. If we fail on this, again, we'll just come back to the old plans eventually. It's so clearly correct to prioritise public transport, please stop letting NIMBYs ruin absolutely everything and then complain when nothing changes	Please see the NTA's response to Issue 22 in this report
NTA-C14-1060	The pharmacy I get my meds from ,for over 15 years,is on a proposed bus/taxi only route. Since I have mobility issues how am I now supposed to collect my meds. this pharmacy open up to 10 pm each night. this pharmacy is the only one of all pharmacy's in my area that gives great service consistently. Odd time there is an issue , they will contact me. (All other pharmacy's in area wait till you go to collect , then tell you there is an issue.) Yes there are parking issues , but despite being asked , cork city council has never provided parking to accommodate this busy pharmacy. Saying this , I have never seen any traffic jams on this street. So I STRONGLY OBJECT TO THIS PLANNED RESTRICTION TO PUBLIC TRAFFIC ON WATERCOURSE ROAD. What am I supposed to do. Be forced to take my business elsewhere. Just like I did when cork city Center restricted private vehicles in afternoons. Regards Pat O'Mahony	Please see the NTA's response to Issue 2 in this report
NTA-C14-1072	My concern is the removal of existing limited parking spaces for private cars on both sides of Dublin street. This is a concern for myself and other elderly residents of this street. As no alternative is proposed in the bus connect plan. reference section 2.2.2 Redforge Road / Maddens buildings/ O'Connell street. Route Maps 4.2 page 29.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1090	Submission to Bus Connects STC-C Blackpool to City Public Consultation May 2023 by Tadhg O'Leary, O'Shea's Pharmacy, Blackpool Introduction: My name is Tadhg O'Leary and I am the owner of O'Shea's Pharmacy, 39 Thomas Davis Street, Blackpool. I am also a member of the Blackpool Traders Group, we have separately made a submission to the public consultation. We have concerns about the STC - C, our area of interest being Blackpool. However, this submission is on behalf of the Pharmacy and reflects the impact I believe the proposal will have on my patients and pharmacy. I have worked in this pharmacy full time for the past 20 years on Thomas Davis St and therefore am very familiar with Blackpool village and its surrounding environment. The pharmacy is located at the junction in the village and has a good view out onto Thomas Davis Street, the building is glass fronted. This gives me a very good feel for the movement of traffic on Thomas Davis Street over the past 20 years. We have ten employees, a mix of full and part time staff, many from the surrounding area. The pharmacy was established in this location in the village in 1937. Both, through our own knowledge of our patients, and using our pharmacy software, we know where our patients are based within the locality. Only a fraction are located along the proposed bus corridor or live on/ near existing bus routes. Most of our patients are located in Ballyvolane, Dublin Hill, Killeens, White Church, and Old Mallow Road etc. These patients will not benefit from the new bus corridor in Blackpool and are, in most cases, reliant on taking private transport to pick up their prescriptions. It is vital for these patients that they have continued access to the village as this is where they access their doctors, their pharmacy, the dentist, the barber, the fish shop, the laundrette, the local Centra, the local café, the Church and many of the other local small businesses. Blackpool Village services a large hinterland which is a mix of urban, suburban and rural areas nearby. On	Please see the NTA's response to Issue 9 in this report

their family, friends or neighbours. Some are not very mobile and are reliant of private transport to access the village for their daily needs including medical needs. Many of the medicines we dispense are bulky in nature, such as heavy food supplements for patients who need extra nutritional needs and bulky ostomy products that patients need to bring home. These are heavy and bulky and do not lend themselves to being transported on the bus or bike. It's imperative that parking is provided so that these patients can access their medications and transport them home without any further burden being placed upon them. It is important that we can provide access to our pharmacy to everyone who needs it and not only to those are able to access public transport. Therefore, I am very concerned about the removal of parking proposed on Thomas Davis Street.

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Patients who are ill or elderly require immediate access to medicines. As a pharmacy there are constant deliveries of medicines to ensure continuity of care to our patients. Therefore, like all pharmacies, we receive deliveries a number of times during the day. Our Pharmacy generally receives seven or eight deliveries during working hours. The pharmacy also now receives cold chain vaccination deliveries during the working day and any delay to these deliveries will have a knock on effect to the deliveries across the Northside. A restriction to the hours of vans and cars driving on Thomas Davis Street may hamper our medicine and vaccination supply and hinder our ability to provide our currently level of service to patients. This concerns us from a

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Bus Gate Proposal

For us the most controversial proposal is to put a bus gate at the junction of Spring Lane and Thomas Davis Street. I would strongly object to this part of the proposals.

The reasons I feel strongly about this are:

I feel, from working on the street involved, there are no delays inbound, towards the city on Thomas Davis Street now, so at the expensed of restricting access to the majority of patrons of the village, the buses don't gain anything. This will be a common argument I feel you will hear from the traders and residents on the street. We have been told at consultation meetings with Bus Connects that a traffic study has not been completed yet and nothing has been published to show us delays to buses inbound in Blackpool village. Another reason I am against the current Bus Gate proposals is that the 'go arounds' for everyone not in a bus, are bad options. Both 'go arounds' are choices that I would go to considerable lengths to avoid right now, due to how narrow those streets are, and I drive to work and do deliveries of medicines around the area. This is before the considerable volumes of traffic from Thomas Davis Street is redirected onto the 'go -around's'. Obviously, these go arounds are only needed while the bus gates are active, which is initially said to be 7-10 am and the evening rush hour. Go around No 1, left up Spring Lane and come out to North Ring Road where they will turn right at the traffic lights at the Fire Station. There they again will be stopped at the traffic lights at the Glen Ave (See photo 1 attached). As they come down the Blackpool By-Pass with Revenue Offices on your left, they will again be stopped at the traffic lights (see photo 2 attached). I was surprised that this route above was even proposed and I hear it may be withdrawn, which would be a relief as it gave little consideration to the residents living on Spring Lane, given the narrowness of the lane, nor to the feasibility of this as an option (see photo 3 attached). This leaves the alternate go around to turn left at the bottom of Dublin Hill and navigate through traffic at the shopping centre on Brothers Delaney Road, and across the N20 and navigate left at the junction with Dinos restaurant at the intersection of Commons Road. This section of Commons Road around Dinos is already very congested and unsuitable for extra traffic. There is residential parking is allowed on both sides of Commons Road and the street is effectively one lane wide as a result (see photo 4 attached). Currently one must duck and dive between resident's parked cars and proceed to navigate a small section once no traffic is coming in the other directions. Commons Road would not be able to cope with the level of diverted traffic from Thomas Davis Street in the proposal. We are told that there is no proposal to remove residential parking on Commons Rd. Residents would be very much against this without good alternate parking. Let Blackpool Thrive

A big concern for the small businesses in the village is that patients and patrons will not be able to access the village as they currently do, due to the difficulty of the alternate routes and they will instead bring their business to the shopping centre. This may lead the village with its small businesses to die off. The residents and businesses in the village have had a very difficult time being subjected to repeated flooding since 2002. My business has been flooded five time since 2002 and had many close calls also. I believe that it is very important that access and some parking is maintained for patients, patrons and customers to the local small businesses of the village so that Blackpool Village cannot just survive but thrive into the future.

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NTA-C14-1090	 inbound but impose a significant toll on the pharmacy, our patients, other traders and residents along the Bus corridor from Spring Lane to Heineken. I have submitted ideas about the proposed cycle lane for users, please see those very detailed submissions as part of the traders detailed presentation, I believe this could be moved to provide a much more tempting cycle lane for users, please see those very detailed submissions as part of the traders submissions Sincerely, Tadhg O'Leary O'Shea's Pharmacy, Submission to Bus Connects STC-C Blackpool to City Public Consultation May 2023 by Tadhg O'Leary or O'Shea's Pharmacy, Blackpool Introduction: My name is Tadhg O'Leary and I am the owner of O'Shea's Pharmacy, 39 Thomas Davis Street, Blackpool. I am also a member of the Blackpool Traders Group, we have separately made a submission to the public consultation. We have concerns about the STC-C, our area of interest being Blackpool. However, this submission is on behalf of the Pharmacy and reflects the impact I believe the proposal will have on my patients and pharmacy. I have worked in this pharmacy full time for the past 20 years. Or homas Davis Street, the submission sing our pharmacy and reflects the impact I believe the proposal will have on my patients and pharmacy. I have worked in this pharmacy full time for the mast 20 years. The homas Davis Street over the vallage in 1937. Both, through our own knowledge of our patients ra. The pharmacy was stablished in this location in the village in 397. Both, through our own knowledge of our patients, and using our pharmacy software, we know where our patients are based within the locality. Only a fraction are located along the proposed bus corridor or like on/ hard vuse. Most of our patients are located in Baliyvolena. Dubin Hill, Killeens, White Church, and Old Mallow Road etc. These patients will not benefit from the new bus corridor in Blackpool and are, in most cases, reliant on taking private transport to pick up their prescr	Please see the NTA's response to Issue 13 in this report
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NTA-C14-1090	Submission to Bus Connects STC-C Blackpool to City Public Consultation May 2023 by Tadhg O'Leary, O'Shea's Pharmacy, Blackpool Introduction: My name is Tadhg O'Leary and I am the owner of O'Shea's Pharmacy, 39 Thomas Davis Street, Blackpool. I am also a member of the Blackpool Traders Group, we have separately made a submission to the public consultation. We have concerns about the STC -C , our area of interest being Blackpool. However, this submission is on behalf of the Pharmacy and reflects the impact I believe the proposal will have on my patients and pharmacy. I have worked in this pharmacy full time for the past 20 years on Thomas Davis St and therefore am very familiar with Blackpool village and its surrounding environment. The pharmacy is located at the junction in the village and has a good view out onto Thomas Davis Street, the building is glass fronted. This gives me a very good feel for the movement of traffic on Thomas Davis Street over the past 20 years. We have ten employees, a mix of full and part time staff, many from the surrounding area. The pharmacy was established in this location in the village in 1937. Both, through our own knowledge of our patients, and using our pharmacy software, we know where our patients are based within the locality. Only a fraction are located along the proposed bus corridor or live on/ near existing bus routes. Most of our patients are located in Ballyvolane, Dublin Hill, Killeens, White Church, and Old	Please see the NTA's response to Issue 3 in this report

Mallow Road etc. These patients will not benefit from the new bus corridor in Blackpool and are, in most cases, reliant on taking private transport to pick up their prescriptions. It is vital for these patients that they have continued access to the village as this is where they access their doctors, their pharmacy, the dentist, the barber, the fish shop, the laundrette, the local Centra, the local café, the Church and many of the other local small businesses. Blackpool Village services a large hinterland which is a mix of urban, suburban and rural areas nearby. One of the things that is different about Blackpool is that it is a glacial valley, the sides of the valley where most residents live, are steep, so it's not a hinterland that is as conducive to walking or cycling as might be expected from on outside perspective. People rely more on transport to get around than might be the norm elsewhere.

Patient access to the Pharmacy:

Our patients are a mix of ages and mobilities. Some walk from the local area. Some travel to us by bus and many drive to the pharmacy or get a lift with their family, friends or neighbours. Some are not very mobile and are reliant of private transport to access the village for their daily needs including medical needs. Many of the medicines we dispense are bulky in nature, such as heavy food supplements for patients who need extra nutritional needs and bulky ostomy products that patients need to bring home. These are heavy and bulky and do not lend themselves to being transported on the bus or bike. It's imperative that parking is provided so that these patients can access their medications and transport them home without any further burden being placed upon them. It is important that we can provide access to our pharmacy to everyone who needs it and not only to those are able to access public transport. Therefore, I am very concerned about the removal of parking proposed on Thomas Davis Street.

Delays to Patients receiving their Medicine

Patients who are ill or elderly require immediate access to medicines. As a pharmacy there are constant deliveries of medicines to ensure continuity of care to our patients. Therefore, like all pharmacies, we receive deliveries a number of times during the day. Our Pharmacy generally receives seven or eight deliveries during working hours. The pharmacy also now receives cold chain vaccination deliveries during the working day and any delay to these deliveries will have a knock on effect to the deliveries across the Northside. A restriction to the hours of vans and cars driving on Thomas Davis Street may hamper our medicine and vaccination supply and hinder our ability to provide our currently level of service to patients. This concerns us from a

patient care perspective.

Bus Gate Proposal

For us the most controversial proposal is to put a bus gate at the junction of Spring Lane and Thomas Davis Street. I would strongly object to this part of the proposals.

The reasons I feel strongly about this are:

I feel, from working on the street involved, there are no delays inbound, towards the city on Thomas Davis Street now, so at the expensed of restricting access to the majority of patrons of the village, the buses don't gain anything. This will be a common argument I feel you will hear from the traders and residents on the street. We have been told at consultation meetings with Bus Connects that a traffic study has not been completed yet and nothing has been published to show us delays to buses inbound in Blackpool village. Another reason I am against the current Bus Gate proposals is that the 'go arounds' for everyone not in a bus, are bad options. Both 'go arounds' are choices that I would go to considerable lengths to avoid right now, due to how narrow those streets are, and I drive to work and do deliveries of medicines around the area. This is before the considerable volumes of traffic from Thomas Davis Street is redirected onto the 'go -around's'. Obviously, these go arounds are only needed while the bus gates are active, which is initially said to be 7-10 am and the evening rush hour. Go around No 1, left up Spring Lane and come out to North Ring Road where they will turn right at the traffic lights at the Fire Station. There they again will be stopped at the traffic lights at the Glen Ave (See photo 1 attached). As they come down the Blackpool By-Pass with Revenue Offices on your left, they will again be stopped at the traffic lights (see photo 2 attached). I was surprised that this route above was even proposed and I hear it may be withdrawn, which would be a relief as it gave little consideration to the residents living on Spring Lane, given the narrowness of the lane, nor to the feasibility of this as an option (see photo 3 attached). This leaves the alternate go around to turn left at the bottom of Dublin Hill and navigate through traffic at the shopping centre on Brothers Delaney Road, and across the N20 and navigate left at the junction with Dinos restaurant at the intersection of Commons Road. This section of Commons Road around Dinos is already very congested and unsuitable for extra traffic. There is residential parking is allowed on both sides of Commons Road and the street is effectively one lane wide as a result (see photo 4 attached). Currently one must duck and dive between resident's parked cars and proceed to navigate a small section once no traffic is coming in the other directions. Commons Road would not be able to cope with the level of diverted traffic from Thomas Davis Street in the proposal. We are told that there is no proposal to remove residential parking on Commons Rd. Residents would be very much against this without good alternate parking. Let Blackpool Thrive

	A big concern for the small businesses in the village is that patients and patrons will not be able to access the village as they currently do, due to the difficulty of the alternate routes and they will instead bring their business to the shopping centre. This may lead the village with its small businesses to die off. The residents and businesses in the village have had a very difficult time being subjected to repeated flooding since 2002. My business has been flooded five time since 2002 and had many close calls also. I believe that it is very important that access and some parking is maintained for patients, patrons and customers to the local small businesses of the village so that Blackpool Village cannot just survive but thrive into the future. Suggestions I do have some suggestions for Bus Connects, and not solely speak against the current proposals. An important metric for Bus Connects is the travel time for a route but also the repeatability/consistency of the travel time, to tempt people to give up their car. To improve any average measurement, you will have considered good, ok and poor measurements of say a set of travel times between the proposed Bus Gates and say Heineken. After Heineken these will have no effect as the Bus is on the N20 anyway. Then you will first see what you can do about the poor measurements from your set of observations, as this will have the most effect on the average. The are two pinch points in the village outbound for the buses/ traffic are the gotto at the base of Dublin Hill and beside O Reilly's garage at the junction with the N20/ Blackpool By-pass. I have suggested at the meetings we have been at with Bus Connects that they sent out a designer to Blackpool to walk the land so to speak with a group from the traders/ residents. I believe that these pinch points which can cause delays, outbound at peak times, could be easily addressed for modest money. Bus Connects could measure the improvements and reassess the need for Bus Gates in the Village. In summary the reason I a	
NTA-C14-1098	I object to the proposed as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road. This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool to turn onto Shopping Centre roads. This is unacceptable as it will: Unduly hit businesses in the village of Blackpool and out onto Dublin St, Dublin Hill, Great William O'Brien St, Thomas Davis St, Watercourse Rd, O'Connell St and Gerald Griffin St. Close the village of Blackpool and prevent development of the area for the existing users in the community. Remove parking on both sides of Watercourse Rd and Thomas Davis St and potentially remove parking in Great William O'Brien St when enhancements of this area occur – where will the existing cars go and where will we park to use a shop or visit a doctor? Reduce access to the Blackpool – this is especially true for those with poor mobility. There is no allocation for set down or disabled parking areas – again reducing access for the elderly or those with mobility issues. Cause traffic to back up on Dublin Hill restricting the residents ability to access or exit the roads on Dublin Hill. Cause traffic to further increase in the shopping centre junctions making these into traffic jams. No consideration has been given to potential traffic increases resulting from the 3,000 additional houses in Ballyvolane 500 plus houses on the Old Mallow Road and the apartments currently being built in Blackpool and the reopening of Kilbarry Rail Station. Rat runs – The closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorne Mews, Glenthorn Estate and Glen Heights Road as rat runs. These are residential areas and should not be forced to experience this level of through traffic. Further rat runs in both directions on Kilcully Road and Glenville Street. Queuing will occur on the Ballincollie Road to access the N20 at the Fire Station.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1098	I object to the proposed as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road. This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool to turn onto	Please see the NTA's response to Issue 8 in this report

	Shopping Centre roads.	
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NTA-C14-1098	I object to the proposed as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road. This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool to turn onto Shopping Centre roads. This is unacceptable as it will: Unduly hit businesses in the village of Blackpool and out onto Dublin St, Dublin Hill, Great William O'Brien St, Thomas Davis St, Watercourse Rd, O'Connell St and Gerald Griffin St. Close the village of Blackpool and prevent development of the area for the existing users in the community. Remove parking on both sides of Watercourse Rd and Thomas Davis St and potentially remove parking in Great William O'Brien St when enhancements of this area occur – where will the existing cars go and where will we park to use a shop or visit a doctor? Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking up the existing community of Blackpool – this is especially	Please see the NTA's response to Issue 13 in this report

	true for those with poor mobility. There is no allocation for set down or disabled parking areas – again reducing access for the elderly or those with mobility issues. Cause traffic to back up on Dublin Hill restricting the residents ability to access or exit the roads on Dublin Hill. Cause traffic to further increase in the shopping centre junctions making these into traffic jams. No consideration has been given to potential traffic increases resulting from the 3,000 additional houses in Ballyvolane 500 plus houses on the Old Mallow Road and the apartments currently being built in Blackpool and the reopening of Kilbarry Rail Station. Rat runs – The closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorne Mews, Glenthorn Estate and Glen Heights Road as rat runs. These are residential areas and should not be forced to experience this level of through traffic. Further rat runs in both directions on Kilcully Road and Glenville Street. Queuing will occur on the Ballincollie Road to access the N20 at the Fire Station.	
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NTA-C14-1105	 HEINEKEN Ireland is hugely supportive of the NTA plans for the creation of a sustainable transport network and specifically the Bus Connects corridors to increase public transport usage. In responding to the Public consultation, we are following up on our previous requests for additional information on the operational aspects of the programme and in particular how the plans will be implemented on the N20, Route Map 7, Blackpool to Cork City route. It is indicated that current plans may impact on part of the HEINEKEN brewery site and we have some concerns related to the operational impact on our business which is dependent on ingredient and product transportation to and from our Leitrim Street site. As an operating brewery, producing 98% of HEINEKEN Ireland's draught beer product, the site on Leitrim St has an active logistics programme with inputs, including barley which is 100% sourced from Irish farmers, and outgoing deliveries of quality product to the hospitality sector. It is of vital importance that the operational aspects of the site are considered within the programme. We would welcome the opportunity for further consideration of potential impacts on the company, our employees, contractors and suppliers, and we have already indicated our availability to meet with you on site to discuss this further. HEINEKEN Ireland has a deep commitment to sustainability. We have been operating at our current city centre site on Leitrim St for 167 years and are committed to operating here for a further 167 years, with ambition and commitment to do so in a sustainable way. We currently operate as a zero waste to landfill site, use 100% renewable electricity and are continuously driving efficiencies in our energy usage, alongside an active community programme which has seen over €2m given to charities throughout Ireland over the past 4 years. Looking ahead we are committed to operating as a carbon neutral brewery by 2030 aligning with Cork city's ambition, as an EU mission city, to be	Please see the NTA's response to Issue 22 in this report

NTA-C14-1105	 We conclude by reiterating our request to have active engagement with HEINEKEN Ireland to discuss the programme in more detail. HEINEKEN Ireland is hugely supportive of the NTA plans for the creation of a sustainable transport network and specifically the Bus Connects corridors to increase public transport usage. In responding to the Public consultation, we are following up on our previous requests for additional information on the operational aspects of the programme and in particular how the plans will be implemented on the N20, Route Map 7, Blackpool to Cork City route. It is indicated that current plans may impact on part of the HEINEKEN brewery site and we have some concerns related to the operational impact on our business which is dependent on ingredient and product transportation to and from our Leitrim Street site. As an operating brewery, producing 98% of HEINEKEN Ireland's draught beer product, the site on Leitrim St has an active logistics programme with inputs, including barley which is 100% sourced from Irish farmers, and outgoing deliveries of quality product to the hospitality sector. It is of vital importance that the operational aspects of the site are considered within the programme. We would welcome the opportunity for further consideration of potential impacts on the company, our employees, contractors and suppliers, and we have already indicated our availability to meet with you on site to discuss this further. HEINEKEN Ireland has a deep commitment to sustainability. We have been operating at our current city centre site on Leitrim St for 167 years and are committed to operating here for a further 167 years, with ambition and commitment to do so in a sustainable way. We currently operate as a zero waste to landfill site, use 100% renewable electricity and are continuously driving efficiencies in our energy usage, alongside an active community programme which has seen over €2m given to charities throughout Ireland over the p	Please see the NTA's response to Issue 20 i this report
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NTA-C14-1138	I would like to submit my views for STC C (Blackpool to City). I have worked in this area for over 6 years and travel frequently along part of the route of the proposed STC.	Please see the NTA's response to Issue 22 i this report

	General Thoughts	
	Overall, there are many positive aspects to the scheme. The inclusion of cycle paths and bus corridors on Brother Delaney Road will make this area more	
	friendly to cycling and easier to take public transport. The filtered permeability solution on Spring Lane will help make this road safer for cycling, as will	
	the outbound cycle lane on Thomas Davis Street. Bus gates will reduce vehicular traffic levels on Watercourse Rd but the attractiveness of this street to cycle will be still be limited by the absence of dedicated cycle lanes. That said, these streets will be highly suitable for reliable buses and I appreciate this	
	is the over-riding objective at this location. The inclusion of dedicated cycle infra along the N20 is also welcomed.	
	Cycle Suggestions	
	There is currently an up-hill cycling lane on Mulgrave Road and this helps isolate people cycling from much faster vehicular traffic. Under the current	
	plans, this will be removed. There are also no plans for inbound or outbound cycle lanes on the N20 between Camden Quay and the junction of Leitrim	
	St. This means the only place that people cycling will likely feel safe between these areas is Lower John St and Knapp's Square. While this is currently an	
	Active Travel project under construction by Cork City Council, I would recommend that the NTA consider applying a filtered permeability solution at both	
	the northern and southern ends of this scheme to ensure these streets enjoy low vehicular traffic levels and are attractive places to cycle. Access will still	
	be maintained at the junction with Devonshire St.	
	Transport Equity	
	The second round of public consultation for this particular STC has attracted a substantial level of engagement. Many of the concerns and points raised	
	only pertain to private car use. Dozens of submissions have suggested that Blackpool will be closed or inaccessible. It is important that these claims are	
	put into context. Firstly, there are already a substantial number of one-way streets in Cork. Secondly, there are existing examples of bus gates in	
	operation in Cork, both in Mahon and St Patrick St. These are tools that have been applied and are operational in countless cities already across Europe.	
	Thirdly, there will many alternative travel routes available that are a short walk or drive from areas that will be covered by a bus gate. Finally, it is also	
	worthy of note that in some communities along this STC, a sizable majority of households do not have access to a car. It is important, in my opinion, that	
	people living in our city who do not have access to a car, or who wish to limit the frequency of their driving for health, societal, environmental, or	
	economic reasons can rely public transport or feel enabled to cycle. Currently, buses suffer from unreliable arrival times and cycling often feels	
	dangerous. Asking people who travel in cars to take small detours in order to help create a functioning public transport system is fair and just.	
	Increased Congestion and traffic	
	Many claims have also been made that this STC will increase traffic and congestion. It is again important to qualify these claims and put them into	
	context. According to TomTom, the average person in Cork driving a car spent an additional 55hrs in their vehicle due to congestion in 2022. Plans that	
	seek to reduce this congestion, in this case by encouraging people to leave their car at home and walk, cycle, or take public transport, must be welcomed.	
	Predicting future traffic levels is complicated and depends on several factors (demographics, alternative transport options, cost of fuel, new housing	
	developments, economic activity, etc). Counting the number of cars currently using Thomas David St or Watercourse Rd and suggesting that all of these trips will be transposed onto the Commons Road and Gerald Griffin St is likely not to be accurate.	
	That said, it is plausible to suggest that there may be increased traffic levels on alternative traffic routes along this corridor. I would encourage the NTA to	
	ensure that communities that take the burden of increased vehicular traffic are invested in whether it is improved footpaths, additional street trees,	
	sound barriers (especially along the N20), and similar improvements to the public realm.	
	Conclusion	
	The plans represent a marked improvement in public transport and active travel infrastructure between Blackpool and the city centre. The benefits far	
	outweigh the negatives in my opinion. I would encourage the NTA to be mindful of the people living in this part of the city for whom the car is not an	
	option and rely on cycle paths and buses to travel every day. The small reduction of on-street parking, and short detours are a small price to pay to	
	ensure that people in households who do not have access to car can travel reliably in this part of the city. Any changes to the existing plans which retain	
	private car use come at the expense of active travel and public transport users.	
	I would like to submit my views for STC C (Blackpool to City). I have worked in this area for over 6 years and travel frequently along part of the route of	
	the proposed STC.	Please see the NTA's response to Issue 11 in
NTA-C14-1138	General Thoughts	this report
	Overall, there are many positive aspects to the scheme. The inclusion of cycle paths and bus corridors on Brother Delaney Road will make this area more	
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	the outbound cycle lane on Thomas Davis Street. Bus gates will reduce vehicular traffic levels on Watercourse Rd but the attractiveness of this street to	
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	Thirdly, there will many alternative travel routes available that are a short walk or drive from areas that will be covered by a bus gate. Finally, it is also	
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	seek to reduce this congestion, in this case by encouraging people to leave their car at home and walk, cycle, or take public transport, must be welcomed.	
	Predicting future traffic levels is complicated and depends on several factors (demographics, alternative transport options, cost of fuel, new housing developments, economic activity, etc). Counting the number of cars currently using Thomas David St or Watercourse Rd and suggesting that all of these	
	trips will be transposed onto the Commons Road and Gerald Griffin St is likely not to be accurate.	
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	option and rely on cycle paths and buses to travel every day. The small reduction of on-street parking, and short detours are a small price to pay to ensure that people in households who do not have access to car can travel reliably in this part of the city. Any changes to the existing plans which retain	
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	the proposed STC.	
	General Thoughts	
NTA-C14-1138	Overall, there are many positive aspects to the scheme. The inclusion of cycle paths and bus corridors on Brother Delaney Road will make this area more	Please see the NTA's response to Issue 3 in
NTA-C14-1156	friendly to cycling and easier to take public transport. The filtered permeability solution on Spring Lane will help make this road safer for cycling, as will	this report
	the outbound cycle lane on Thomas Davis Street. Bus gates will reduce vehicular traffic levels on Watercourse Rd but the attractiveness of this street to	
	cycle will be still be limited by the absence of dedicated cycle lanes. That said, these streets will be highly suitable for reliable buses and I appreciate this	
	is the over-riding objective at this location. The inclusion of dedicated cycle infra along the N20 is also welcomed.	

	Cycle Suggestions There is currently an up-hill cycling lane on Mulgrave Road and this helps isolate people cycling from much faster vehicular traffic. Under the current plans, this will be removed. There are also no plans for inbound or outbound cycle lanes on the N20 between Camden Quay and the junction of Leitrim St. This means the only place that people cycling will likely feel safe between these areas is Lower John St and Knapp's Square. While this is currently an Active Travel project under construction by Cork City Council, I would recommend that the NTA consider applying a filtered permeability solution at both the northern and southern ends of this scheme to ensure these streets enjoy low vehicular traffic levels and are attractive places to cycle. Access will still be maintained at the junction with Devonshire St. Transport Equity The second round of public consultation for this particular STC has attracted a substantial level of engagement. Many of the concerns and points raised only pertain to private car use. Dozens of submissions have suggested that Blackpool will be closed or inaccessible. It is important that these claims are put into context. Firstly, there are already a substantial number of one-way strees in Cork. Secondly, there are existing examples of bus gates in operation in Cork, both in Mahon and St Patrick St. These are tools that have been applied and are operational in countless cities already across Europe. Thirdly, there will many alternative travel routes available that are a short walk or drive from areas that will be covered by a bus gate. Finally, it is also worthy of note that in some communities along this STC, a sizable majority of households do not have access to a car. It is important, in my opinion, that people living in our city who do not have access to a car, or who wish to limit the frequency of their driving for health, societal, environmental, or economic reasons can rely public transport or feel enabled to cycle. Currently, buses suffer from unreliable arrival lim	
NTA-C14-1141	Attachment to submission. Summary: Concern regarding the bus gates at Spring Lane, Thomas Davis Street and Watercourse Road as it negatuvely impacts access in and out of Blackpool for residents who t=need to travel daily. Objection to the city-bound traffic forced to turn right at Dublin Hill Grotto as it is already a bottle neck of traffic, and the scheme will cause even more congestion. Concern regarding the route down Commons Road, as there is car parking on both sides of the road, and it is impossible for two cars to drive in oppoiste directions. The street cannot handle additional traffic.	Please see the NTA's response to Issue 9 in this report
	Concern regarding the route down Great William O'Brien Street as it ends in 2 narrow exits, and if additional traffic is diverted here there will be a lot of	

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	Concern regarding the route down Great William O'Brien Street as it ends in 2 narrow exits, and if additional traffic is diverted here there will be a lot of congestion.	
	Concern regarding Gerald Griffin Street as it is already congested so diverting traffic here would make this issue worse.	
NTA-C14-1141	Attachment to submission. Summary: Objection to reduced residentail parking, making Blackpool an unattractive place for people to locate to, and current residents may want to move out.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1141	Attachment to submission. Summary:	Please see the NTA's response to Issue 8 in
	Concern regarding the negative impact of the bus gates on businesses in Blackpool.	this report
NTA-C14-1141	Attachment to submission. Summary: Concerns for safety with additional cars passing, there may be increases in anti-social behaviour and crime.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1165	 It's pretty obvious you did not survey the route in regards to Pophams Road, the road is extremely narrow and with a steep gradient and you propose to run a bus every 30mins (sic) on this route from Mahon, The idea is even more . deluded when you insist on inflicting a cycle lane in the same narrow space on a steep gradient. There are enough delays in the morning at the junction at the bottom of the hill, but this is criminally stupid and a waste of money and resources .If this is implemented our bus service will become worse and even more infrequent, The 203 is a poor enough service, But the new services you propose are worse for the area and do not serve the city centre, Patricks Quay and the Bus Station are not regarded as safe at night by commuters and are not the city centre. There is no improvement either for bus services on Sunday, the earliest bus proposed is 10am on a Sunday. The Watercourse road bus gate is a disaster for the area and for its residents. I would also thank you for putting your information centres in places not served by public transport ie Silversprings and St Vincents, you really made an effort in not informing us . Re Cycle Lanes mature trees are to be chopped down for a cycle lane in Knockfree Ave and knockpogue Ave , how's that for saving the environment, o 	Please see the NTA's response to Issue 6 in this report
NTA-C14-1165	 It's pretty obvious you did not survey the route in regards to Pophams Road, the road is extremely narrow and with a steep gradient and you propose to run a bus every 30mins (sic) on this route from Mahon, The idea is even more deluded when you insist on inflicting a cycle lane in the same narrow space on a steep gradient. There are enough delays in the morning at the junction at the bottom of the hill, but this is criminally stupid and a waste of money and resources. If this is implemented our bus service will become worse and even more infrequent, The 203 is a poor enough service, But the new services you propose are worse for the area and do not serve the city centre, Patricks Quay and the Bus Station are not regarded as safe at night by commuters and are not the city centre. There is no improvement either for bus services on Sunday, the earliest bus proposed is 10am on a Sunday. The Watercourse road bus gate is a disaster for the area and for its residents. I would also thank you for putting your information centres in places not served by public transport ie Silversprings and St Vincents, you really made an effort in not informing us. Re Cycle Lanes mature trees are to be chopped down for a cycle lane in Knockfree Ave and knockpogue Ave , how's that for saving the environment, o 	Please see the NTA's response to Issue 11 in this report

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NTA-C14-1168	 With respect to STC C (Blackpool to City Centre) and STC D (Hollyhill to City), I would like to make the following points. I welcome the investment in public transport generaly and the proposed improvements in bus services to the Blackpool area. I note that sections 2.2.2. and 2.2.3 of the latest booklet for STC C make the point that the streets from Redforge Road to O'Connell Street and on to Cathedral Walk are physically constrained and that it is not possible to provide extensive bus lanes along this section. As a resident of Great William O'Brien Street, I am concerned what the knock on effects of the proposed 'bus gates' in this area will have on traffic on that street and surrounding streets. Although the plans suggest that drivers will be re-directed on to the N20, it seems much more likely that many will choose to use Maddens Buildings, Great William O'Brien Street, and other nearby streets. Already Great William O'Brien Street). This is causing an unsafe environment for pedestrians, cyclists, motorists and residents. I am unconvinced that the proposed BusConnects changes on Watercourse Road will not make this problem even worse. As a general point regarding Bus Gates, I have seen no information in the documentation as to how Bus Gates will be enforced. I suspect that these may be largely ignored thus causing restrictions for those who adhere to the rules and none for those who can easily flaunt the rules. What, if any, enforcement is proposed? STC C and STC D propose the removal of approximately half of the parking spaces from O'Connell Street. In an area which already suffers from significant 	Please see the NTA's response to Issue 22 in this report

	amounts of 'commuter parking' (i.e. where commuters drive to Blackpool, park their cars and walk to the City Centre), this will have significant negative effects on residents. Ironically, improving the bus/cycle infrastructure here may actually make it more attractive for those using Blackpool as a de facto 'Park and Ride' location.	
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NTA-C14-1168	With respect to STC C (Blackpool to City Centre) and STC D (Hollyhill to City), I would like to make the following points. I welcome the investment in public transport generaly and the proposed improvements in bus services to the Blackpool area. I note that sections 2.2.2. and 2.2.3 of the latest booklet for STC C make the point that the streets from Redforge Road to O'Connell Street and on to Cathedral Walk are physically constrained and that it is not possible to provide extensive bus lanes along this section. As a resident of Great William O'Brien Street, I am concerned what the knock on effects of the proposed 'bus gates' in this area will have on traffic on that street and surrounding streets. Although the plans suggest that drivers will be re-directed on to the N20, it seems much more likely that many will choose to use Maddens Buildings, Great William O'Brien Street, and other nearby streets. Already Great William O'Brien Street is being used for innapropriate traffic included	Please see the NTA's response to Issue 20 in this report

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NTA-C14-1170	I object to the proposed as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road. This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out onto Dublin St, Dublin Hill, Great William O'Brien St, Thomas Davis St, Watercourse Rd, O'Connell St and Gerald Griffin St. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Rd and Thomas Davis St and potentially remove parking in Great William O'Brien St when enhancements of this area occur – where will the existing cars go and where will we park to use a shop or visit a doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking up the existing community of Blackpool – this is especially true for those with poor mobility. 5. There is no allocation for set down or disabled parking areas – again reducing access for the elderly or those with mobility issues. 6. Cause traffic to back up on Dublin Hill restricting the residents ability to access or exit the roads on Dublin Hill. 7. Cause traffic to further increase in the shopping centre junctions making these into traffic jams. 8. No consideration has been given to potential traffic increases resulting from the 3,000 additional houses in Ballyvolane 500 plus houses on the Old	Please see the NTA's response to Issue 9 in this report

	Mallow Road and the apartments currently being built in Blackpool and the reopening of Kilbarry Rail Station. 9. Rat runs – The closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorne Mews, Glenthorn Estate and Glen Heights Road as rat runs. These are residential areas and should not be forced to experience this level of through traffic. 10. Further rat runs in both directions on Kilcully Road and Glenville Street. 11. Queuing will occur on the Ballincollie Road to access the N20 at the Fire Station.	
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NTA-C14-1170	I object to the proposed as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road. This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out onto Dublin St, Dublin Hill, Great William O'Brien St, Thomas Davis St, Watercourse Rd, O'Connell St and Gerald Griffin St. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Rd and Thomas Davis St and potentially remove parking in Great William O'Brien St when enhancements of this area occur – where will the existing cars go and where will we park to use a shop or visit a doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking up the existing community of Blackpool – this is especially true for those with poor mobility. 5. There is no allocation for set down or disabled parking areas – again reducing access or exit the roads on Dublin Hill. 7. Cause traffic to back up on Dublin Hill restricting the residents ability to access or exit the roads on Dublin Hill. 7. Cause traffic to further increase in the shopping centre junctions making these into traffic jams. 8. No consideration has been given to potential traffic increases resulting from the 3,000 additional houses in Ballyvolane 500 plus houses on the Old	Please see the NTA's response to Issue 25 in this report

	Mallow Road and the apartments currently being built in Blackpool and the reopening of Kilbarry Rail Station. 9. Rat runs – The closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorne Mews, Glenthorn Estate and Glen Heights Road as rat runs. These are residential areas and should not be forced to experience this level of through traffic. 10. Further rat runs in both directions on Kilcully Road and Glenville Street. 11. Queuing will occur on the Ballincollie Road to access the N20 at the Fire Station.	
NTA-C14-1178	I am very supportive of the proposed plan Needs to be more protected cycle lanes on the route Bus gates are a very welcome solution – people complain buses are late, this will help that major issue In particular the plans should be welcomed for creating a more inviting atmosphere in Blackpool Village. The new active transport measures and improved public transport will be especially beneficial for the older residents of the area.	Please see the NTA's response to Issue 22 in this report
NTA-C14-1178	I am very supportive of the proposed plan Needs to be more protected cycle lanes on the route Bus gates are a very welcome solution – people complain buses are late, this will help that major issue In particular the plans should be welcomed for creating a more inviting atmosphere in Blackpool Village. The new active transport measures and improved public transport will be especially beneficial for the older residents of the area.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1186	 The only delays to afternoon bus/ traffic movements in/around Redforge Rd, occur around 4/4.30pm Mon to Fri. The close proximity of two pedestrian activated crossings (at the barbers AND the Grotto) do not help this situation. Past the Grotto pinch point, inward (to town) traffic flows freely for the vast majority of time. The main tailbacks outward (from town) in the evenings are relieved by having the release valve of Spring Lane available. It also allows evening traffic heading home (to Dublin Hill/Ballyvolane) through Farranree across the N.20, to proceed. Spring Lane itself is never congested. The closure of Spring Lane would force all traffic bound for the Fire Station Junction [on Nth Ring Rd] at evening rush time from Redforge Rd to swing up around the Grotto and cause an increased volume of traffic through Hawthorn which can barely cope with its own residential traffic/parking, as it exists at present. If all inward (to town) car traffic is banned as proposed, then Hawthorn , [as the nearest access route to the Nth Ring Road and N.20] will attract all traffic from Redforge Rd and from the Carrignavar direction. The commercial life of Blackpool village will inevitably shrink even further if these draconian measures are introduced. 	Please see the NTA's response to Issue 25 in this report
NTA-C14-1186	 The only delays to afternoon bus/ traffic movements in/around Redforge Rd, occur around 4/4.30pm Mon to Fri. The close proximity of two pedestrian activated crossings (at the barbers AND the Grotto) do not help this situation. Past the Grotto pinch point, inward (to town) traffic flows freely for the vast majority of time. The main tailbacks outward (from town) in the evenings are relieved by having the release valve of Spring Lane available. It also allows evening traffic heading home (to Dublin Hill/Ballyvolane) through Farranree across the N.20, to proceed. Spring Lane itself is never congested. The closure of Spring Lane would force all traffic bound for the Fire Station Junction [on Nth Ring Rd] at evening rush time from Redforge Rd to swing up around the Grotto and cause an increased volume of traffic through Hawthorn which can barely cope with its own residential traffic/parking, as it exists at present. If all inward (to town) car traffic is banned as proposed, then Hawthorn , [as the nearest access route to the Nth Ring Road and N.20] will attract all traffic from Redforge Rd and from the Carrignavar direction. The commercial life of Blackpool village will inevitably shrink even further if these draconian measures are introduced. 	Please see the NTA's response to Issue 24 in this report
NTA-C14-1186	 The only delays to afternoon bus/ traffic movements in/around Redforge Rd, occur around 4/4.30pm Mon to Fri. The close proximity of two pedestrian activated crossings (at the barbers AND the Grotto) do not help this situation. Past the Grotto pinch point, inward (to town) traffic flows freely for the vast majority of time. The main tailbacks outward (from town) in the evenings are relieved by having the release valve of Spring Lane available. It also allows evening traffic heading home (to Dublin Hill/Ballyvolane) through Farranree across the N.20, to proceed. Spring Lane itself is never congested. The closure of Spring Lane would force all traffic bound for the Fire Station Junction [on Nth Ring Rd] at evening rush time from Redforge Rd to swing up around the Grotto and cause an increased volume of traffic through Hawthorn which can barely cope with its own residential traffic/parking, as it exists at present. If all inward (to town) car traffic is banned as proposed, then Hawthorn , [as the nearest access route to the Nth Ring Road and N.20] 	Please see the NTA's response to Issue 9 in this report

	will attract all traffic from Redforge Rd and from the Carrignavar direction.	
	4. The commercial life of Blackpool village will inevitably shrink even further if these draconian measures are introduced.	
NTA-C14-1186	 The only delays to afternoon bus/ traffic movements in/around Redforge Rd, occur around 4/4.30pm Mon to Fri. The close proximity of two pedestrian activated crossings (at the barbers AND the Grotto) do not help this situation. Past the Grotto pinch point, inward (to town) traffic flows freely for the vast majority of time. The main tailbacks outward (from town) in the evenings are relieved by having the release valve of Spring Lane available. It also allows evening traffic heading home (to Dublin Hill/Ballyvolane) through Farranree across the N.20, to proceed. Spring Lane itself is never congested. The closure of Spring Lane would force all traffic bound for the Fire Station Junction [on Nth Ring Rd] at evening rush time from Redforge Rd to swing up around the Grotto and cause an increased volume of traffic through Hawthorn which can barely cope with its own residential traffic/parking, as it exists at present. If all inward (to town) car traffic is banned as proposed, then Hawthorn , [as the nearest access route to the Nth Ring Road and N.20] will attract all traffic from Redforge Rd and from the Carrignavar direction. The commercial life of Blackpool village will inevitably shrink even further if these draconian measures are introduced. 	Please see the NTA's response to Issue 8 in this report
NTA-C14-1206	NO NO NO this will be a disaster for all of Blackpool especially business. Alot of business rely on passing trade and by removing transport to and from business, customers will go elsewhere especially to outside the city where there is easy assess and parking. Please don't kill Blackpool like Patrick St. The traffic around Blackpool shopping center won't be able to cope with no traffic going through Blackpool village.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1213	I object to the proposed as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road. This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out onto Dublin St, Dublin Hill, Great William O'Brien St, Thomas Davis St, Watercourse Rd, O'Connell St and Gerald Griffin St. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Rd and Thomas Davis St and potentially remove parking in Great William O'Brien St when enhancements of this area occur – where will the existing cars go and where will we park to use a shop or visit a doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking up the existing community of Blackpool – this is especially true for those with poor mobility. 5. There is no allocation for set down or disabled parking areas – again reducing access for the elderly or those with mobilin Hill. 7. Cause traffic to back up on Dublin Hill restricting the residents ability to access or exit the roads on Dublin Hill. 8. No consideration has been given to potential traffic increases resulting from the 3,000 additional houses in Ballyvolane 500 plus houses on the Old Mallow Road and the apartments currently being built in Blackpool and the reopening of Kilbarry Rail Station. 9. Rat runs – The closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorne Mews, Glenthorn Estate and Glen Heights Road as rat runs. These are residential areas and should not be forced to experience this level of through traffic. 10. Further rat runs in both directions on Kilcully Road and Glenville Street. 11. Queuing will occur on the Ballincollie	Please see the NTA's response to Issue 9 in this report
NTA-C14-1213	I object to the proposed as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road. This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool to turn onto Shopping Centre roads. This is unacceptable as it will:	Please see the NTA's response to Issue 8 in this report

	O'Connell St and Gerald Griffin St. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community.	
	 Remove parking on both sides of Watercourse Rd and Thomas Davis St and potentially remove parking in Great William O'Brien St when enhancements of this area occur – where will the existing cars go and where will we park to use a shop or visit a doctor? Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking 	
	up the existing community of Blackpool – this is especially true for those with poor mobility. 5. There is no allocation for set down or disabled parking areas – again reducing access for the elderly or those with mobility issues. 6. Cause traffic to back up on Dublin Hill restricting the residents ability to access or exit the roads on Dublin Hill. 7. Cause traffic to further increase in the shopping centre junctions making these into traffic jams.	
	 8. No consideration has been given to potential traffic increases resulting from the 3,000 additional houses in Ballyvolane 500 plus houses on the Old Mallow Road and the apartments currently being built in Blackpool and the reopening of Kilbarry Rail Station. 9. Rat runs – The closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorne Mews, Glenthorn Estate and Glen Heights Road as rat 	
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NTA-C14-1213	 Close the village of Blackpool and prevent development of the area for the existing users in the community. Remove parking on both sides of Watercourse Rd and Thomas Davis St and potentially remove parking in Great William O'Brien St when enhancements of this area occur – where will the existing cars go and where will we park to use a shop or visit a doctor? 	Please see the NTA's response to Issue 13 in
	4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking up the existing community of Blackpool – this is especially true for those with poor mobility.	this report
	 There is no allocation for set down or disabled parking areas – again reducing access for the elderly or those with mobility issues. Cause traffic to back up on Dublin Hill restricting the residents ability to access or exit the roads on Dublin Hill. Cause traffic to further increase in the shopping centre junctions making these into traffic jams. 	
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	I object to the proposed as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road.	
NTA-C14-1213	This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool to turn onto Shopping Centre roads.	Please see the NTA's response to Issue 2 in this report
	This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out onto Dublin St, Dublin Hill, Great William O'Brien St, Thomas Davis St, Watercourse Rd,	

	O'Connell St and Gerald Griffin St. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Rd and Thomas Davis St and potentially remove parking in Great William O'Brien St when	
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	 8. No consideration has been given to potential traffic increases resulting from the 3,000 additional houses in Ballyvolane 500 plus houses on the Old Mallow Road and the apartments currently being built in Blackpool and the reopening of Kilbarry Rail Station. 9. Rat runs – The closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorne Mews, Glenthorn Estate and Glen Heights Road as rat runs. These are residential areas and should not be forced to experience this level of through traffic. 10. Further rat runs in both directions on Kilcully Road and Glenville Street. 11. Queuing will occur on the Ballincollie Road to access the N20 at the Fire Station. 	
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NTA-C14-1213	This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out onto Dublin St, Dublin Hill, Great William O'Brien St, Thomas Davis St, Watercourse Rd, O'Connell St and Gerald Griffin St. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Rd and Thomas Davis St and potentially remove parking in Great William O'Brien St when enhancements of this area occur – where will the existing cars go and where will we park to use a shop or visit a doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking up the existing community of Blackpool – this is especially true for those with poor mobility. 5. There is no allocation for set down or disabled parking areas – again reducing access for the elderly or those with mobility issues. 6. Cause traffic to back up on Dublin Hill restricting the residents ability to access or exit the roads on Dublin Hill.	Please see the NTA's response to Issue 25 in this report
	 7. Cause traffic to further increase in the shopping centre junctions making these into traffic jams. 8. No consideration has been given to potential traffic increases resulting from the 3,000 additional houses in Ballyvolane 500 plus houses on the Old Mallow Road and the apartments currently being built in Blackpool and the reopening of Kilbarry Rail Station. 9. Rat runs – The closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorne Mews, Glenthorn Estate and Glen Heights Road as rat runs. These are residential areas and should not be forced to experience this level of through traffic. 10. Further rat runs in both directions on Kilcully Road and Glenville Street. 11. Queuing will occur on the Ballincollie Road to access the N20 at the Fire Station. 	
NTA-C14-1227	HEINEKEN Ireland is hugely supportive of the NTA plans for the creation of a sustainable transport network and specifically the Bus Connects corridors to increase public transport usage. In responding to the Public consultation, we are following up on our previous requests for additional information on the operational aspects of the programme and in particular how the plans will be implemented on the N20, Route Map 7, Blackpool to Cork City route. It is indicated that current plans may impact on part of the HEINEKEN brewery site and we have some concerns related to the operational impact on our business which is dependent on ingredient and product transportation to and from our Leitrim Street site.	Please see the NTA's response to Issue 22 in this report
	As an operating brewery, producing 98% of HEINEKEN Ireland's draught beer product, the site on Leitrim St has an active logistics programme with	

	 inputs, including barley which is 100% sourced from Irish farmers, and outgoing deliveries of quality product to the hospitality sector. It is of vital importance that the operational aspects of the site are considered within the programme. We would welcome the opportunity for further consideration of potential impacts on the company, our employees, contractors and suppliers, and we have already indicated our availability to meet with you on site to discuss this further. HEINEKEN Ireland has a deep commitment to sustainability. We have been operating at our current city centre site on Leitrim St for 167 years and are committed to operating here for a further 167 years, with ambition and commitment to do so in a sustainable way. We currently operate as a zero waste to landfill site, use 100% renewable electricity and are continuously driving efficiencies in our energy usage, alongside an active community programme which has seen over €2m given to charities throughout Ireland over the past 4 years. Looking ahead we are committed to operating as a carbon neutral brewery by 2030 aligning with Cork city's ambition, as an EU mission city, to be carbon neutral city by 2030. We conclude by reiterating our request to have active engagement with HEINEKEN Ireland to discuss the programme in more detail. 	
NTA-C14-1243	I object to the proposed as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road. This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out onto Dublin St, Dublin Hill, Great William O'Brien St, Thomas Davis St, Watercourse Rd, O'Connell St and Gerald Griffin St. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Rd and Thomas Davis St and potentially remove parking in Great William O'Brien St when enhancements of this area occur – where will the existing cars go and where will we park to use a shop or visit a doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking up the existing community of Blackpool – this is especially true for those with poor mobility. 5. There is no allocation for set down or disabled parking areas – again reducing access or exit the roads on Dublin Hill. 7. Cause traffic to back up on Dublin Hill restricting the residents ability to access or exit the roads on Dublin Hill. 7. Cause traffic to back up on Dublin Hill restricting from the 3,000 additional houses in Ballyvolane 500 plus houses on the Old Mallow Road and the apartments currently being built in Blackpool and the reopening of Kilbarry Rail Station. 9. Rat runs – The closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorne Mews, Glenthorn Estate and Glen Heights Road as rat runs. These are residential areas and should not be forced to experience this level of through traffic. 10. Further rat runs in both directions on Kilcully Road and Glenville Street. 11. Queuing will occur on the Ballincollie Road to access the N20 at the F	Please see the NTA's response to Issue 9 in this report
NTA-C14-1290	Improvements to the public realm and sustainable transport measures are very much needed in Blackpool Village. The junction between Thomas Davis Street and the Old Commons Road is very poor from a pedestrian's perspective. The overly wide junction radii encourage cars to accelerate around this corner and create an unsafe vehicle-dominated pedestrian environment. This junction should be tightened up in line with DMURS recommendations. That is - radii narrowed, lane widths reviewed and a pedestrian priority raised table crossing should be provided to allow safe crossing of the junction across Old Commons Road. A pedestrian priority crossing should also be provided across Thomas Davis Street at this location as it is the Blackpool Village hub and the largest local urban public space. This should also serve as a speed control measure at this junction. Speed control here is very important as the proposals will likely encourage vehicles to divert into the narrow residential Street which is Old Commons Road. Traffic along this Street is already heavy, with only one usable lane and cars waiting at either end of the Street for passing space to become free. It	Please see the NTA's response to Issue 19 in this report

	frequently gets blocked up with traffic and by cars parked along the Street by attendees of Church ceremonies. Intensification of vehicle use here needs to be avoided as it will led to increased noise, air pollution, accidents and a generally unsafe urban environment for residents, pedestrians, cyclists and all other transport users. Speed control measures and a pedestrian priority crossing should also be provided at the Northern end of Old Commons Road at its junction with Popham's Road.	
NTA-C14-1290	Improvements to the public realm and sustainable transport measures are very much needed in Blackpool Village. The junction between Thomas Davis Street and the Old Commons Road is very poor from a pedestrian's perspective. The overly wide junction radii encourage cars to accelerate around this corner and create an unsafe vehicle-dominated pedestrian environment. This junction should be tightened up in line with DMURS recommendations. That is - radii narrowed, lane widths reviewed and a pedestrian priority raised table crossing should be provided to allow safe crossing of the junction across Old Commons Road. A pedestrian priority crossing should also be provided across Thomas Davis Street at this location as it is the Blackpool Village hub and the largest local urban public space. This should also serve as a speed control measure at this junction. Speed control here is very important as the proposals will likely encourage vehicles to divert into the narrow residential Street which is Old Commons Road. Traffic along this Street is already heavy, with only one usable lane and cars waiting at either end of the Street for passing space to become free. It frequently gets blocked up with traffic and by cars parked along the Street by attendees of Church ceremonies. Intensification of vehicle use here needs to be avoided as it will led to increased noise, air pollution, accidents and a generally unsafe urban environment for residents, pedestrians, cyclists and all other transport users. Speed control measures and a pedestrian priority crossing should also be provided at the Northern end of Old Commons Road at its junction with Popham's Road.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1290	Improvements to the public realm and sustainable transport measures are very much needed in Blackpool Village. The junction between Thomas Davis Street and the Old Commons Road is very poor from a pedestrian's perspective. The overly wide junction radii encourage cars to accelerate around this corner and create an unsafe vehicle-dominated pedestrian environment. This junction should be tightened up in line with DMURS recommendations. That is - radii narrowed, lane widths reviewed and a pedestrian priority raised table crossing should be provided to allow safe crossing of the junction across Old Commons Road. A pedestrian priority crossing should also be provided across Thomas Davis Street at this location as it is the Blackpool Village hub and the largest local urban public space. This should also serve as a speed control measure at this junction. Speed control here is very important as the proposals will likely encourage vehicles to divert into the narrow residential Street which is Old Commons Road. Traffic along this Street is already heavy, with only one usable lane and cars waiting at either end of the Street for passing space to become free. It frequently gets blocked up with traffic and by cars parked along the Street by attendees of Church ceremonies. Intensification of vehicle use here needs to be avoided as it will led to increased noise, air pollution, accidents and a generally unsafe urban environment for residents, pedestrians, cyclists and all other transport users. Speed control measures and a pedestrian priority crossing should also be provided at the Northern end of Old Commons Road at its junction with Popham's Road.	Please see the NTA's response to Issue 9 in this report
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	other transport users. Speed control measures and a pedestrian priority crossing should also be provided at the Northern end of Old Commons Road at its junction with	
	Popham's Road.	
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NTA-C14-1312	I wish for it to be noted that the proposal to remove all on street parking on Thomas Davis Street will have a significant impact on the lives of residents who require the use of a car to travel to work and for social use. Residents currently use on street parking and with new high density developments in the area this is already a concern. This proposal will impact residents even further. Consideration to alternative parking facilities in the area for residents should be made.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1373	Please find attached the submission from the Cork Cycling Campaign for Round 2 of Consultations on STC - Blackpool to City https://consult.nationaltransport.ie/en/system/files/materials/7047/10428/1000-1-DC-037%20-%20Cork%20Cycling%20Campaign%20- %20Bus%20Connects%20%20Round%202%20-%20C_%20Blackpool%20to%20City%20Submission.pdf	Please see the NTA's response to Issue 3 in this report
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NTA-C14-1373	Please find attached the submission from the Cork Cycling Campaign for Round 2 of Consultations on STC - Blackpool to City https://consult.nationaltransport.ie/en/system/files/materials/7047/10428/1000-1-DC-037%20-%20Cork%20Cycling%20Campaign%20- %20Bus%20Connects%20%20Round%202%20-%20C_%20Blackpool%20to%20City%20Submission.pdf	Please see the NTA's response to Issue 17 in this report
NTA-C14-1395	This new plan is not workable. The traffic is already terrible at Blackpool Shopping Centre. This will make it worse.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1396		0
NTA-C14-1397		0
NTA-C14-1481	Hi, My name is Colm Murphy, and I live at 43 Watercourse Road (T23 C2Y8). This is on the corner of the road that meets with Cathedral Walk. I want to raise concerns about access to my driveway, which is behind an automatic gate which leads onto Watercourse Road. The first concern is whether I'll be able to access my driveway during "Bus only" hours for the bus gate, as I live inside the gated area. The second concern is that according to the plans, the cycle lane coming from cathedral walk is set to end right in front	Please see the NTA's response to Issue 1 in this report

	of the driveway gate. I have safety concerns here for myself entering and leaving the driveway, as there are high walls on either side which make it difficult for me to see cyclists and cyclists to see me if they are traveling too quickly. I believe additional safety measures will be required, such as ending the cycle lane closer to cathedral walk and having cyclists rejoin the road earlier, creating signage or barriers to slow cyclists as they approach the driveway, and/or erecting a mirror opposite the driveway to aid visibility. Please let me know if this is the correct place to post these concerns, or if I need to post them on the public consultation site. Kind Regards, Colm	
NTA-C14-1481	Hi, My name is Colm Murphy, and I live at 43 Watercourse Road (T23 C2Y8). This is on the corner of the road that meets with Cathedral Walk. I want to raise concerns about access to my driveway, which is behind an automatic gate which leads onto Watercourse Road. The first concern is whether I'll be able to access my driveway during "Bus only" hours for the bus gate, as I live inside the gated area. The second concern is that according to the plans, the cycle lane coming from cathedral walk is set to end right in front of the driveway gate. I have safety concerns here for myself entering and leaving the driveway, as there are high walls on either side which make it difficult for me to see cyclists and cyclists to see me if they are traveling too quickly. I believe additional safety measures will be required, such as ending the cycle lane closer to cathedral walk and having cyclists rejoin the road earlier, creating signage or barriers to slow cyclists as they approach the driveway, and/or erecting a mirror opposite the driveway to aid visibility. Please let me know if this is the correct place to post these concerns, or if I need to post them on the public consultation site. Kind Regards, Colm	Please see the NTA's response to Issue 21 in this report
NTA-C14-1482	To whom it may concern , on behalf of the groves bar , 5/6 Dublin street , Blackpool , I would like to object to the proposed bus connect route and plans to close Dublin street for a bus lane . It would absolutely decimate our business. We employ over 20 people and our business is a community hub . I think it's absoslulty ludicrous what is being planned . Regards , Darragh O Connell	Please see the NTA's response to Issue 8 in this report
NTA-C14-1227	 HEINEKEN Ireland is hugely supportive of the NTA plans for the creation of a sustainable transport network and specifically the Bus Connects corridors to increase public transport usage. In responding to the Public consultation, we are following up on our previous requests for additional information on the operational aspects of the programme and in particular how the plans will be implemented on the N20, Route Map 7, Blackpool to Cork City route. It is indicated that current plans may impact on part of the HEINEKEN brewery site and we have some concerns related to the operational impact on our business which is dependent on ingredient and product transportation to and from our Leitrim Street site. As an operating brewery, producing 98% of HEINEKEN Ireland's draught beer product, the site on Leitrim St has an active logistics programme with inputs, including barley which is 100% sourced from Irish farmers, and outgoing deliveries of quality product to the hospitality sector. It is of vital importance that the operational aspects of the site are considered within the programme. We would welcome the opportunity for further consideration of potential impacts on the company, our employees, contractors and suppliers, and we have already indicated our availability to meet with you on site to discuss this further. HEINEKEN Ireland has a deep commitment to sustainability. We have been operating at our current city centre site on Leitrim St for 167 years and are 	Please see the NTA's response to Issue 20 in this report

	and the standard standard from the state of	
	committed to operating here for a further 167 years, with ambition and commitment to do so in a sustainable way. We currently operate as a zero waste	
	to landfill site, use 100% renewable electricity and are continuously driving efficiencies in our energy usage, alongside an active community programme	
	which has seen over €2m given to charities throughout Ireland over the past 4 years. Looking ahead we are committed to operating as a carbon neutral	
	brewery by 2030 aligning with Cork city's ambition, as an EU mission city, to be carbon neutral city by 2030.	
	We conclude by reiterating our request to have active engagement with HEINEKEN Ireland to discuss the programme in more detail.	
	HEINEKEN Ireland is hugely supportive of the NTA plans for the creation of a sustainable transport network and specifically the Bus Connects corridors to	
	increase public transport usage. In responding to the Public consultation, we are following up on our previous requests for additional information on the	
	operational aspects of the programme and in particular how the plans will be implemented on the N20, Route Map 7, Blackpool to Cork City route. It is	
	indicated that current plans may impact on part of the HEINEKEN brewery site and we have some concerns related to the operational impact on our	
	business which is dependent on ingredient and product transportation to and from our Leitrim Street site.	
	As an operating brewery, producing 98% of HEINEKEN Ireland's draught beer product, the site on Leitrim St has an active logistics programme with inputs, including barley which is 100% sourced from Irish farmers, and outgoing deliveries of quality product to the hospitality sector. It is of vital	
	imports, including barley which is 100% sourced non instrumers, and outgoing deliveries of quarty product to the hospitality sector. It is of what importance that the operational aspects of the site are considered within the programme.	
	importance that the operational aspects of the site are considered within the programme.	Please see the NTA's response to Issue 8 in
NTA-C14-1227	We would welcome the opportunity for further consideration of potential impacts on the company, our employees, contractors and suppliers, and we	this report
	have already indicated our availability to meet with you on site to discuss this further.	this report
	have an easy indicated our availability to incert with you on site to discuss this further.	
	HEINEKEN Ireland has a deep commitment to sustainability. We have been operating at our current city centre site on Leitrim St for 167 years and are	
	committed to operating here for a further 167 years, with ambition and commitment to do so in a sustainable way. We currently operate as a zero waste	
	to landfill site, use 100% renewable electricity and are continuously driving efficiencies in our energy usage, alongside an active community programme	
	which has seen over €2m given to charities throughout Ireland over the past 4 years. Looking ahead we are committed to operating as a carbon neutral	
	brewery by 2030 aligning with Cork city's ambition, as an EU mission city, to be carbon neutral city by 2030.	
	We conclude by reiterating our request to have active engagement with HEINEKEN Ireland to discuss the programme in more detail.	
	l object to the proposed as follows:	
	Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road.	
	This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool to turn onto	
	Shopping Centre roads.	
	This is unacceptable as it will:	
	1. Unduly hit businesses in the village of Blackpool and out onto Dublin St, Dublin Hill, Great William O'Brien St, Thomas Davis St, Watercourse Rd,	
	O'Connell St and Gerald Griffin St.	Disease and the NITA's responses to large Q in
NTA-C14-1243	 Close the village of Blackpool and prevent development of the area for the existing users in the community. Remove parking on both sides of Watercourse Rd and Thomas Davis St and potentially remove parking in Great William O'Brien St when 	Please see the NTA's response to Issue 8 in this report
	enhancements of this area occur – where will the existing cars go and where will we park to use a shop or visit a doctor?	
	4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking	
	up the existing community of Blackpool – this is especially true for those with poor mobility.	
	5. There is no allocation for set down or disabled parking areas – again reducing access for the elderly or those with mobility issues.	
	6. Cause traffic to back up on Dublin Hill restricting the residents ability to access or exit the roads on Dublin Hill.	
	7. Cause traffic to further increase in the shopping centre junctions making these into traffic jams.	
	8. No consideration has been given to potential traffic increases resulting from the 3,000 additional houses in Ballyvolane 500 plus houses on the Old	
	Mallow Road and the apartments currently being built in Blackpool and the reopening of Kilbarry Rail Station.	
	ivialiow koad and the apartments currently being built in Biackpool and the reopening of Kildarry Kall Station.	

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	 9. Rat runs – The closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorne Mews, Glenthorn Estate and Glen Heights Road as rat runs. These are residential areas and should not be forced to experience this level of through traffic. 10. Further rat runs in both directions on Kilcully Road and Glenville Street. 11. Queuing will occur on the Ballincollie Road to access the N20 at the Fire Station. 	
NTA-C14-1243	 I object to the proposed as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road. This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out onto Dublin St, Dublin Hill, Great William O'Brien St, Thomas Davis St, Watercourse Rd, O'Connell St and Gerald Griffin St. 2. Close the village of Blackpool and out onto Dublin St and Gerald Griffin St. 3. Remove parking on both sides of Watercourse Rd and Thomas Davis St and potentially remove parking in Great William O'Brien St when enhancements of this area occur – where will the existing cars go and where will we park to use a shop or visit a doctor? 4. Reduce access to the Blackpool are including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking up the existing community of Blackpool – this is especially true for those with mobility. 5. There is no allocation for set down or disabled parking areas – again reducing access for the elderly or those with mobility issues. 6. Cause traffic to back up on Dublin Hill restricting the residents ability to access or exit the roads on Dublin Hill. 7. Cause traffic to further increase in the shopping centre junctions making these into traffic jams. 8. No consideration has been given to potential traffic increases resulting from the 3,000 additional houses in Ballyvolane 500 plus houses on the Old Mallow Road and the apartments currently being built in Blackpool and the reopening of Kilbarry Rail Station. 9. Rat runs – The closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorne Mews, Glenthorn Estate and Glen Heights Road as rat runs. Th	Please see the NTA's response to Issue 13 in this report
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NTA-C14-1697	11. Queuing will occur on the Ballincollie Road to access the N20 at the Fire Station. Attachment to submission. Summary: Objection to the bus gates on Thomas Davis Street and Watercourse Road as it will close Blackpool to traffic in both direction and increase congestion on the N20 and shopping centre roads	Please see the NTA's response to Issue 9 in this report
NTA-C14-1697	Attachment to submission. Summary: Concern for the impact on business, specifically in the village of Blackpool, Dublin St, Dublin Hill, William O'Brien St, Thomas Davis St, Watercourse Rd, O'Connell St, and Gerald Griffin St.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1697	Hardcopy submission. Summary: Concern the scheme will close the village of Blackpool and prevent future development	Please see the NTA's response to Issue 14 in this report
NTA-C14-1697	Hardcopy submission. Summary: Concern for the removal of parking on Watercourse Road, Thomas Davis St, and potentially Great William O'Brien St, impacting businesses where there is potential for enhancements	Please see the NTA's response to Issue 13 in this report
NTA-C14-1697	Concern the lack of allocation of set downs or disabled parking will impact the community Hardcopy submission. Summary: Concern for reduced access to vital services in Blackpool, specifcially for those with mobility issues or the elderly Congestion will result in difficully for residents to access roads on Dublin Hill	Please see the NTA's response to Issue 2 in this report
NTA-C14-1697	Hardcopy submission. Summary: Concern for the increase in traffic at shopping centre junctions	Please see the NTA's response to Issue 25 in this report

BusConnects Cork STC C – Blackpool to City DRAFT Preferred Route Options – Public Consultation Report (Mar 2023 – May 2023)

	Lack of consideration given to the impact of the further traffic congestion that will occur from the 3000 new homes in Ballyvolane, 500+ homes on the Old Mallow Road, the apartments in Blackpool and the opening of Kilbarry Rail Station	
NTA-C14-1697	Concern Rat runs will be created on Hawthorn Mews, Thorndale and Glen Heights Road Hardcopy submission. Summary: Concern queuing will impact fire station access	Please see the NTA's response to Issue 22 in this report
NTA-C14-1900	To whom it may concern, Please find enclosed 802 individual signed submissions/objection to the proposed Bus Connects Corridor in Blackpool. These individual submissions have been gathered by the residents of Delaney Park, Kilbarry Cottages and Kilcully and highlight serious issues with the current proposal. Our concerns are centered aroud how the current proposal will impact residents in the Blackpool, Dublin Hill, Kilcully and surrounding areas. The parish of Blackpool consists of Blackpool, Dublin Hill, Kilcully, the Glen and lower Farranree. For residents in this area life centers around the valley of Blackpool with doctors, pharmacy, daily shopping, church, hairdressers, community center, bakeries and DIY shops pulling locals into the village. Children attend schools on opposite sides of the valley. Adults use services across the valley, and this means daily crossing of the valley. Closing Blackpool to cars, even at peak times will, in effect, stop the movement across the valley and drive people into much longer commutes. This will negatively impact the environment. Is this the aim of Bus Connects? For decades Blackpool village has been the center of commerce in the Northside. The development of Blackpool shopping center has already pulled shoppers from the village and closed some businesses. With this proposal, trips to shops in Blackpool and Dublin Hill will cease and shoppers will find alternative options resulting in the closure of what is left of the village. Is this the aim of Bus Connects? The proposed changes to traffic movements will cause back up of traffic in Dublin Hill and make access and egress from the estates an issue. It will increase traffic in the rat runs on Dublin Hill and Kilcully and make residential and rural areas into traffic rat runs. Is this the aim of bus Connects?	Please see the NTA's response to Issue 14 in this report
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NTA-C14-1906	I don't agree with Dublin Hill having no service, a lot of elderly residents rely completely on the 207A and it is a lifeline for those with mobility issues. Also, I don't agree with the closing off of Thomas Davis Street and traffic from Dublin Hill having to turn right at grotto - the polefield is gridlocked already at times and this will create further tailbacks and delays.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1906	I don't agree with Dublin Hill having no service, a lot of elderly residents rely completely on the 207A and it is a lifeline for those with mobility issues. Also, I don't agree with the closing off of Thomas Davis Street and traffic from Dublin Hill having to turn right at grotto - the polefield is gridlocked already at times and this will create further tailbacks and delays.	Please see the NTA's response to Issue 9 in this report

NTA-C14-1907	We will have no access to the Doctors, chemist, church, T&A's, Dessies Tyres and the local shops and businesses as personal vehicles will be prohibited if this plan goes ahead. Turning right at Grotto will cause an increase of traffic on Dublin Hill and this will impact the local residents which in turn will cause a health and safety risk.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1907	We will have no access to the Doctors, chemist, church, T&A's, Dessies Tyres and the local shops and businesses as personal vehicles will be prohibited if this plan goes ahead. Turning right at Grotto will cause an increase of traffic on Dublin Hill and this will impact the local residents which in turn will cause a health and safety risk.	Please see the NTA's response to Issue 12 in this report
NTA-C14-1908	I will have no access to the doctors surgery and chemist and church and all local amenities. The above access is crucial for me as I am 76 years of age and have a current lung condition which I am unable to walk hills. So it is essential for me to have access to Blackpool by car.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1909	The bus gate will prevent private cars from accessing Blackpool village, this will have a devastating effect on local businesses. If cars have to turn only right by the Grotto at the end of Dublin Hill, it will cause major traffic jams up the hill, resulting in motorists taking short cuts through Hawthorn Mews. At present it is difficult enough to get out of our estates on the hill. The 207A bus on Dublin Hill is a life line to the elderly residents who don't drive and will further isolate them as they would not be able to climb the hill to Glen Heights Road. I use this bus at least 4 times a day to access St Brendans Seniors Club in the Glen for activities, so I hope you will reconsider your plan.	Please see the NTA's response to Issue 8 in this report
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NTA-C14-1910	With the various developments being built or planned to be built, there should at the very least be an existing bus service so it can be apparent if the need for the corridor exists before embarking on the plan. For Dublin Hill residents (for example), there is no plan I am aware of to service the Whites Cross area, so any corridor will for the residents be only a road block.	Please see the NTA's response to Issue 3 ir this report
NTA-C14-1910	With the various developments being built or planned to be built, there should at the very least be an existing bus service so it can be apparent if the need for the corridor exists before embarking on the plan. For Dublin Hill residents (for example), there is no plan I am aware of to service the Whites Cross area, so any corridor will for the residents be only a road block.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1912	Noted that there will be big changes in Blackpool, I work in this area and the bus gate will make things awkward. It also hinders my children going to school. 207A bus will be a huge loss.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1912	Noted that there will be big changes in Blackpool, I work in this area and the bus gate will make things awkward. It also hinders my children going to school. 207A bus will be a huge loss.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1913	I use bus every day and new bus stop will not suit (no10) will not be able to use Blackpool ever again.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1916	I have kids going to college by bus and I like to support local businesses. The bus gate is not suitable for Blackpool.	Please see the NTA's response to Issue 9 in this report

NTA-C14-1901	Impact on traffic using Dublin Hill will be huge. This will affect people living on Dublin Hill and Ballyvolane but will also adversely affect people travelling from rural areas such as Dublin Pike, Whites Cross, Whitechurch, Carrignavar and Glenville. Blackpool village will be cut off from surrounding communities which will onbviously impact businesses in the area. The roads around Blackpool shopping centre are alreasy gridlocked. It makes no sense to divert more traffic onto these roads and junctions.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1901	Impact on traffic using Dublin Hill will be huge. This will affect people living on Dublin Hill and Ballyvolane but will also adversely affect people travelling from rural areas such as Dublin Pike, Whites Cross, Whitechurch, Carrignavar and Glenville. Blackpool village will be cut off from surrounding communities which will onbviously impact businesses in the area. The roads around Blackpool shopping centre are alreasy gridlocked. It makes no sense to divert more traffic onto these roads and junctions.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1904	Proposed route for Blackpool not only will it increase traffic backlog, but the local community and elderly will not be able to easily access community centre and local doctors office and church facilities. Commercially Blackpool will die out with no access to DIY, shops, salons, chemist etc. Morning and evening traffic will only get more heavy and congested.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1904	Proposed route for Blackpool not only will it increase traffic backlog, but the local community and elderly will not be able to easily access community centre and local doctors office and church facilities. Commercially Blackpool will die out with no access to DIY, shops, salons, chemist etc. Morning and evening traffic will only get more heavy and congested.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1904	Proposed route for Blackpool not only will it increase traffic backlog, but the local community and elderly will not be able to easily access community centre and local doctors office and church facilities. Commercially Blackpool will die out with no access to DIY, shops, salons, chemist etc. Morning and evening traffic will only get more heavy and congested.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1905	Dear Sir or Madam, I would like to draw your attention to the proposed axing of our bus service 207A Dublin Hill, and was there are thought giving to pensioners/the old on the decision? Hope this will be reversed as soon as possible.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1917	I am an old age pensioner and I will not be able to get out if there is not a bus passing our road. Bus 207A The Glen the new bus gate is not suitable for Blackpool.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1918	As I am an old age pensioner, I won't be able to get up and down from home without the bus and especially the number 207A. The new bus gate is not suitable for Blackpool.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1921	As a resident of the Glen, changes in the bus will be very bad for us. We won't be able to get the bus down to Blackpool or back up. I am an OAP and can't afford taxies up and down to Blackpool for shopping. I hope whoever is looking at this that they'll think it through again. People will be locked in their homes, we have had enough with lockdown.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1922	Dear Sir or Madam, We need the bus to come to Blackpool as there is a lot of people going to Blackpool to shop and for the pensioners they need the bus.	Please see the NTA's response to Issue 6 in this report
	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-2184	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	Please see the NTA's response to Issue 9 in this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	

	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-2185	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-2186	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-2187	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
MAC142107	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
NTA-C14-2188	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	Please see the NTA's response to Issue 9 in this report

	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	
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	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-2189	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-2190	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-2191	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	

	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
NTA-C14-2193	#N/A	Please see the NTA's response to Issue 9 in this report
NTA-C14-2195	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3724	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3726	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic to travel onto the N20 and Shopping Centre roads. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	Please see the NTA's response to Issue 9 in this report

	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
NTA-C14-3729	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3732	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3735	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3737	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	Please see the NTA's response to Issue 9 in this report

Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Ballincollie Road to access the N20. Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20. Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic to travel onto the N20 and Shopping Centre roads. Please see the NTA's response to Issue 9 in this report NTA-C14-3739 Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Please see the NTA's response to Issue 9 in this report Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Please see the NTA's response to Issue 9 in this report
NTA-C14-3739 Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there. Please see the NTA's response to Issue 9 in this report
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NTA-C14-3739 Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there. Please see the NTA's response to Issue 9 in this report Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Please see the NTA's response to Issue 9 in this report
NTA-C14-3739 access to the roads there. Please see the NTA's response to Issue 9 in this report Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Please see the NTA's response to Issue 9 in this report
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Mews, Thorndale and Glen Heights Road.
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Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.
NTA-C14-3744 Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there. Please see the NTA's response to Issue 9 in this report
Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.

	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
NTA-C14-3796	Dear Sir/Madam, I wish to record my objection to the Bus Gates - Thomas Davis Street/Watercourse Road - Cork C Blackpool to City. I will be severely discommoded in that I will not be able to access my GP, chemist, church and Garda Station if this goes ahead. I need to access Blackpool village from Dublin Hill, to access all of the above. As a pensioner, and ageing at the same rate as you, 24 hours per diem, I do need to be able to visit my GP and chemist as necessary. I and many of my neighbours need to be able to access the Parish Church on a regular basis and I need to be able to attend at my local Garda Station when required to sign various forms. All of this will be seriously affected if the proposed bus corridor goes ahead, partly due to lack ofaccess to Thomas Davis Street and parking. At present, there is adequate parking in the area and I can return home via Spring Lane. We will also face problems in accessing the Cathedral of St Mary and St Anne, on the top of Gerald Griffin Street. It appears that I will be denied access to Spring Lane, meaning that any trip from my house to Blackpool will be longer, thus increasing pollution from my car. It will also mean that the traffic heading up Dublin Hill will be vastly increased, thus increasing pollution from car exhausts all the more. As well as the increase in pollution, we will have a massive increase in traffic volumes. Has the increased volume of housing in the Ballincrokig area been taken into account? Is there any consideration given to the proposed new housing developments between Fox and Hounds and Whites Cross? Where will all the traffic apeak hours, how will they access the open roads? I am also concerned that the local businesses I support, shops/takeaways/pubs will be affected as parking will be greatly diminished in the area. T&A Hardware and Dessies Tyres are two that require vehicular access during opening hours.	Please see the NTA's response to Issue 2 in this report
NTA-C14-3799	Dear Sir/Madam, I object to the proposed Bus Gates - Thomas Davis Street/Watercourse Road - Cork C Blackpool to City. I will be much affected in that I will not be able to access my GP, chemist, church and Garda Station if this goes ahead. I need to access Blackpool village from Dublin Hill, to access all of the above. I am regularly in Blackpool village with friends. We socialise and take coffee together. This socialisation will now be denied us as we will not be able to drive into the village and will not be able to avail of on street parking - which gives Cork City Council €2.50 each time! I am also concerned that the local businesses I support, shops/takeaways/pubs will be affected as parking will be greatly diminished in the area. I often use the Gala shop for groceries and the local coffee shops. These premises provide employment and if I do not support them, will they survive? If their turnover reduces, will Cork City Council make up the difference? It also appears that I will be denied access to Spring Lane, meaning that any trip from my house to Blackpool will be longer, thus increasing pollution from my car. It will also mean that the traffic heading up Dublin Hill will be vastly increased thus increasing pollution from car exhausts all the more. As well as the increase in pollution, we will have a massive increase in traffic volumes. Has the increased volume of housing in the Ballincrokig area been taken into account? Is there any consideration given to the proposed new housing developments between Fox and Hounds and Whites Cross? Where will all this traffic go?	Please see the NTA's response to Issue 2 in this report
NTA-C14-3802	No to Bus Connects. Will affect local business. No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3883	No to bus gates. My road will be a bottleneck (Hawthorn Mews)	Please see the NTA's response to Issue 9 in this report
NTA-C14-3885	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3886	No to bus gate.	Please see the NTA's response to Issue 9 in this report

BusConnects Cork STC C – Blackpool to City DRAFT Preferred Route Options – Public Consultation Report (Mar 2023 – May 2023)

NTA-C14-3887	No.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3888	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3889	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3890	STC-C	0
NTA-C14-3891	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3892	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3893	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3804	Personally I don't agree with bus gates as it wil hinder family visits and use of local business.	Please see the NTA's response to Issue 1 in this report
NTA-C14-3894	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3895	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3896	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3897	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3898	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3899	As an elderly person living and using the over 60's facilities and all others in Blackpool. This would not help have have easier access to get this area.	Please see the NTA's response to Issue 2 in this report
NTA-C14-3945	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3946	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3947	No to suggestions. Need bus to get to my club in Glen. No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3948	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3949	Longer journey times for children makes their way to the local schools. Longer journey times to get to employment. Safety of kids in the area due to additional traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3950	Increase of traffic in the area. No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3952	Access to relatives in Blackpool area. No bus gates.	Please see the NTA's response to Issue 1 in this report

BusConnects Cork STC C – Blackpool to City DRAFT Preferred Route Options – Public Consultation Report (Mar 2023 – May 2023)

NTA-C14-3806	I oppose to this Bus Connect (gate). I travel every morning and evening through Blackpool, it will take me a lot longer to travel. I am raging over this. No	Please see the NTA's response to Issue 9 in
	bus gates.	this report
NTA-C14-3953	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3954	Traffic will get heavier going through Hawthorn Mews. No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3955	No to bus gates. Traffic coming down to Dublin Hill is bad enough without disrupting it.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3956	No bus gate corridors. Way too narrow.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3957	Improve no3 transport before you improve corridors for unreliable bus services. No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3958	Gardener by trade. My customers mostly North side, depends on me to call twice a month. I work Monday to Friday. No bus gates.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3959	Against any bus gates in Blackpool. Will affect local businesses.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3810	No bus gates as I go to Blackpool often.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3813	I strongly disagree with the proposed bus gate as it will drastically affect my business if my customers cannot access by premises by car.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223 NTA-C14-4224 NTA-C14-4225 NTA-C14-4226 NTA-C14-4227 NTA-C14-4227 NTA-C14-4229 NTA-C14-4230 NTA-C14-4231 NTA-C14-4233 NTA-C14-4235 NTA-C14-4235 NTA-C14-4236 NTA-C14-4237 NTA-C14-4238 NTA-C14-4239 NTA-C14-4239 NTA-C14-4239 NTA-C14-4239 NTA-C14-4230	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street and Gerald Griffin Street. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking upp the existing community of Blackpool - this is especially true for the elderly and those with poor mobility. 5. There is no allocation for set down or disabled parking areas - again reducing access for the elderly or those with mobilin Hill. 7. Cause traffic to back up on Dublin Hill restructing the residents ability to access or exit the roads on Dublin Hill. 7. Cause traffic to potential traffic increases resulting from the 3000 additional houses in Ballyvolane, 500 plus homes on the Old Mallow Road and the apartments currently being built in Blackpool and opening of Kilbarry Rail Station. 9. Rat runs - the closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorn Mews, Thorndale and Glen Heights Road as rat runs. 10. Queuing will occur on the Ballincollie Road to access the N20 at the Fire Station.	Please see the NTA's response to Issue 1 in this report

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NTA-C14-3816	No to hus only people need to be able to park outside their homes. Will lead to Blacknool losing husiness	Please see the NTA's response to Issue 13 in
NTA-C14-3816	No to bus only, people need to be able to park outside their homes. Will lead to Blackpool losing business.	Please see the NTA's response to Issue 13 in this report
(969)	I object to this proposal as follows:	•
(969) NTA-C14-4207	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road	•
(969) NTA-C14-4207 NTA-C14-4208	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn	•
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads.	•
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will:	•
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse	•
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street and Gerald Griffin Street.	•
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223 NTA-C14-4224	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads, This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street and Gerald Griffin Street. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community.	•
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223 NTA-C14-4224 NTA-C14-4225	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads, This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street and Gerald Griffin Street. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when	this report
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223 NTA-C14-4223 NTA-C14-4225 NTA-C14-4226	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads, This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street and Gerald Griffin Street. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor?	this report Please see the NTA's response to Issue 2 in
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223 NTA-C14-4223 NTA-C14-4225 NTA-C14-4225 NTA-C14-4226 NTA-C14-4227	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street and Gerald Griffin Street. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking	this report
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223 NTA-C14-4223 NTA-C14-4225 NTA-C14-4225 NTA-C14-4226 NTA-C14-4227 NTA-C14-4228	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street and Gerald Griffin Street. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking upp the existing community of Blackpool - this is especially true for the elderly and those with poor mobility.	this report Please see the NTA's response to Issue 2 in
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223 NTA-C14-4223 NTA-C14-4224 NTA-C14-4225 NTA-C14-4226 NTA-C14-4227 NTA-C14-4228 NTA-C14-4229	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street and Gerald Griffin Street. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking upp the existing community of Blackpool - this is especially true for the elderly and those with poor mobility. 5. There is no allocation for set down or disabled parking areas - again reducing access for the elderly or those with mobility issues.	this report Please see the NTA's response to Issue 2 in
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223 NTA-C14-4223 NTA-C14-4225 NTA-C14-4225 NTA-C14-4226 NTA-C14-4227 NTA-C14-4228 NTA-C14-4229 NTA-C14-4230	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads, This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street and Gerald Griffin Street. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking upp the existing community of Blackpool - this is especially true for the elderly and those with poor mobility. 5. There is no allocation for set down or disabled parking areas - again reducing access for the elderly or those with mobility issues. 6. Cause traffic to back up on Dublin Hill restructing the residents ability to access or exit the roads on Dublin Hill.	this report Please see the NTA's response to Issue 2 in
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223 NTA-C14-4223 NTA-C14-4225 NTA-C14-4225 NTA-C14-4226 NTA-C14-4227 NTA-C14-4227 NTA-C14-4228 NTA-C14-4229 NTA-C14-4230 NTA-C14-4231	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street and Gerald Griffin Street. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking upp the existing community of Blackpool - this is especially true for the elderly and those with poor mobility. 5. There is no allocation for set down or disabled parking areas - again reducing access for the elderly or those with mobility issues. 6. Cause traffic to back up on Dublin Hill restructing the residents ability to access or exit the roads on Dublin Hill. 7. Cause traffic to further increase in the shopping centre junctions making these into traffic jams.	this report Please see the NTA's response to Issue 2 in
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223 NTA-C14-4223 NTA-C14-4225 NTA-C14-4225 NTA-C14-4226 NTA-C14-4227 NTA-C14-4228 NTA-C14-4229 NTA-C14-4230 NTA-C14-4231 NTA-C14-4232	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street and Gerald Griffin Street. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking upp the existing community of Blackpool - this is especially true for the elderly and those with poor mobility. 5. There is no allocation for set down or disabled parking areas - again reducing access or exit the roads on Dublin Hill. 7. Cause traffic to back up on Dublin Hill restructing the residents ability to access or exit the roads on Dublin Hill. 7. Cause traffic to further increase in the shopping centre junctions making these into traffic jams. 8. No consideration has been given to potential traffic increases resulting from the 3000 additional houses in Ballyvolane, 500 plus homes on the Old	this report Please see the NTA's response to Issue 2 in
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223 NTA-C14-4223 NTA-C14-4225 NTA-C14-4225 NTA-C14-4227 NTA-C14-4227 NTA-C14-4228 NTA-C14-4229 NTA-C14-4230 NTA-C14-4231 NTA-C14-4232 NTA-C14-4233	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street and Gerald Griffin Street. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking upp the existing community of Blackpool - this is especially true for the elderly and those with poor mobility. 5. There is no allocation for set down or disabled parking areas - again reducing access for the elderly or those with mobility issues. 6. Cause traffic to back up on Dublin Hill restructing the residents ability to access or exit the roads on Dublin Hill. 7. Cause traffic to back up on Dublin Hill restructing the residents ability to access in Ballyvolane, 500 plus homes on the Old Mallow Road and the apartments currently being built in Blackpool and opening of Kilbarry Rail Station.	this report Please see the NTA's response to Issue 2 in
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223 NTA-C14-4223 NTA-C14-4225 NTA-C14-4225 NTA-C14-4226 NTA-C14-4227 NTA-C14-4228 NTA-C14-4229 NTA-C14-4230 NTA-C14-4231 NTA-C14-4232	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street and Gerald Griffin Street. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking upp the existing community of Blackpool - this is especially true for the elderly and those with poor mobility. 5. There is no allocation for set down or disabled parking areas - again reducing access for the elderly or those with mobility issues. 6. Cause traffic to back up on Dublin Hill restructing the residents ability to access or exit the roads on Dublin Hill. 7. Cause traffic to further increase in the shopping centre junctions making these into traffic jams. 8. No consideration has been given to potential traffic increase resulting from the 3000 additional houses in Ballyvolane, 500 plus homes on the Old Mallow Road and the apartments currently being built in Blackpool and opening of Kilbarry Rail Station. 9. Rat runs - the closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorn Mews, Thorndale and Glen Heights Road as rat runs.	this report Please see the NTA's response to Issue 2 in
(969) NTA-C14-4207 NTA-C14-4208 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223 NTA-C14-4223 NTA-C14-4225 NTA-C14-4226 NTA-C14-4227 NTA-C14-4228 NTA-C14-4228 NTA-C14-4229 NTA-C14-4230 NTA-C14-4231 NTA-C14-4233 NTA-C14-4233 NTA-C14-4234	I object to this proposal as follows: Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: 1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse Road, O'Connell Street and Gerald Griffin Street. 2. Close the village of Blackpool and prevent development of the area for the existing users in the community. 3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor? 4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking upp the existing community of Blackpool - this is especially true for the elderly and those with poor mobility. 5. There is no allocation for set down or disabled parking areas - again reducing access for the elderly or those with mobility issues. 6. Cause traffic to back up on Dublin Hill restructing the residents ability to access or exit the roads on Dublin Hill. 7. Cause traffic to back up on Dublin Hill restructing the residents ability to access in Ballyvolane, 500 plus homes on the Old Mallow Road and the apartments currently being built in Blackpool and opening of Kilbarry Rail Station.	this report Please see the NTA's response to Issue 2 in

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NTA-C14-3819	No to bus gate.	Please see the NTA's response to Issue 9 in this report
(969)	I object to this proposal as follows:	
NTA-C14-4207	Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road	
NTA-C14-4208	This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn	
NTA-C14-4210	onto Shopping Centre roads.	
NTA-C14-4221	This is unacceptable as it will:	
NTA-C14-4222	1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse	
NTA-C14-4223	Road, O'Connell Street and Gerald Griffin Street.	
NTA-C14-4224	2. Close the village of Blackpool and prevent development of the area for the existing users in the community.	Please see the NTA's response to Issue 8 in
NTA-C14-4225	3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when	this report
NTA-C14-4226	enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor?	·
NTA-C14-4227	4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking	
NTA-C14-4228	upp the existing community of Blackpool - this is especially true for the elderly and those with poor mobility.	
NTA-C14-4229	5. There is no allocation for set down or disabled parking areas - again reducing access for the elderly or those with mobility issues.	
NTA-C14-4230	6. Cause traffic to back up on Dublin Hill restructing the residents ability to access or exit the roads on Dublin Hill.	
NTA-C14-4231	7. Cause traffic to further increase in the shopping centre junctions making these into traffic jams.	
NTA-C14-4232	8. No consideration has been given to potential traffic increases resulting from the 3000 additional houses in Ballyvolane, 500 plus homes on the Old	

NTA-C14-4233	Mallow Road and the apartments currently being built in Blackpool and opening of Kilbarry Rail Station.	
NTA-C14-4234	9. Rat runs - the closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorn Mews, Thorndale and Glen Heights Road as rat runs.	
NTA-C14-4235	These are residential areas and should not be forced to experience this level of through traffic.	
NTA-C14-4236	10. Queuing will occur on the Ballincollie Road to access the N20 at the Fire Station.	
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NTA-C14-3822	No to bus gates in Blackpool.	Please see the NTA's response to Issue 9 in this report
(969)	I object to this proposal as follows:	
NTA-C14-4207	Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road	
NTA-C14-4208	This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn	
NTA-C14-4210	onto Shopping Centre roads.	
NTA-C14-4221	This is unacceptable as it will:	
NTA-C14-4222	1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse	Please see the NTA's response to Issue 9 in
NTA-C14-4223	Road, O'Connell Street and Gerald Griffin Street.	this report
NTA-C14-4224	2. Close the village of Blackpool and prevent development of the area for the existing users in the community.	
NTA-C14-4225	3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when	
NTA-C14-4226	enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor?	
NTA-C14-4227	4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking	
NTA-C14-4228	upp the existing community of Blackpool - this is especially true for the elderly and those with poor mobility.	

NTA-C14-4229	5. There is no allocation for set down or disabled parking areas - again reducing access for the elderly or those with mobility issues.	
NTA-C14-4230	6. Cause traffic to back up on Dublin Hill restructing the residents ability to access or exit the roads on Dublin Hill.	
NTA-C14-4231	7. Cause traffic to further increase in the shopping centre junctions making these into traffic jams.	
NTA-C14-4232	8. No consideration has been given to potential traffic increases resulting from the 3000 additional houses in Ballyvolane, 500 plus homes on the Old	
NTA-C14-4233	Mallow Road and the apartments currently being built in Blackpool and opening of Kilbarry Rail Station.	
NTA-C14-4234	9. Rat runs - the closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorn Mews, Thorndale and Glen Heights Road as rat runs.	
NTA-C14-4235	These are residential areas and should not be forced to experience this level of through traffic.	
NTA-C14-4236	10. Queuing will occur on the Ballincollie Road to access the N20 at the Fire Station.	
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(969)	I object to this proposal as follows:	this report
NTA-C14-4207 NTA-C14-4207 NTA-C14-4208 NTA-C14-4210 NTA-C14-4221 NTA-C14-4222 NTA-C14-4223 NTA-C14-4224	Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn onto Shopping Centre roads. This is unacceptable as it will: Unduly hit businesses in the village of Blackpool and out into Dublin St, Dublin Hill, Great William O'Brien St, Thomas Davis St, Watercourse Rd, O'Connell St and Gerald Griffin St. Close the village of Blackpool and prevent development of the area for the existing users in the community Remove parking on	Please see the NTA's response to Issue 25 in this report

NTA-C14-4225	both sides of Watercourse Rd and Thomas Davis Street and potentially remove parking in Great William O'Brien St when enhancements of this area occur	
NTA-C14-4226	- where will the existing cars go and where will we park to use a shop or visit the doctor? Reduce access to the Blackpool area including church,	
NTA-C14-4227	community centre, doctors, pharmacies and shops. Access will be severely restricted breaking up the existing community of Blackpool- this is especially	
NTA-C14-4228	true for the elderly and those with poor mobility There is no allocation for set down or disabled parking areas – again reducing access for the elderly or	
NTA-C14-4229	those with mobility issues. Cause traffic to back up on Dublin Hill restricting the residents ability to access or exit the roads on Dublin Hill Cause traffic	
NTA-C14-4230	to further increase in the shopping centre junctions making these into traffic jams No consideration has been given to potential traffic increases	
NTA-C14-4231	resulting from the 3000 additional houses in Ballyvolane, 500 plus houses on the Old Mallow Road and the apartments currently being built in Blackpool	
NTA-C14-4232	and opening of Kilbarry Rail Station. Rat Runs - The closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorn Mews, Thorndale	
NTA-C14-4233	and Glen heights Rd as rat runs. These are residential areas and should not be forced to experience this level of through traffic. Queuing will occur on	
NTA-C14-4234	the Ballincollie Road to access the N20 at the Fire Station.	
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NTA-C14-3960	I wish to register my strong objection to the proposed bus corridor from Blackpool to city centre. This corridor diverts a huge volume of traffic from one busy area and forces it into an area that already has a problem with tailbacks and delays. The proposal gives no consideration to residents or businesses in the area in terms of access and/or parking. This type of dictatorial approach that tells people they are not allowed to use the roads they pay tax for or are not allowed to park in the area of their own homes, will only force people to fight back against any proposals that might come in the future. I would suggest if the desired effect is less private cars and more people using public transport that more Park & Ride facilities be set up in 4 to 6 points around	Please see the NTA's response to Issue 9 in this report
	the outskirts of the with interlinked. frequent, and punctual bus services to the whole city and suburbs (servicing the smaller towns like Blarney,	

BusConnects Cork STC C – Blackpool to City DRAFT Preferred Route Options – Public Consultation Report (Mar 2023 – May 2023)

	Ballincollig and Carrigaline). If people can trust these services and have access to parking I have no doubt they will use them, therefore taking cars out of	
	the city allowing freer movement for public transport.	
	I again would like to state that I strongly object to the current proposals.	
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NTA-C14-4226		
NTA-C14-4227	I object to this proposal as follows:	
NTA-C14-4228	Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road	
NTA-C14-4229	This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn	
NTA-C14-4230	onto Shopping Centre roads.	
NTA-C14-4231	This is unacceptable as it will:	
NTA-C14-4232	1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse	
NTA-C14-4233	Road, O'Connell Street and Gerald Griffin Street.	
NTA-C14-4234	2. Close the village of Blackpool and prevent development of the area for the existing users in the community.	
NTA-C14-4235 NTA-C14-4236	3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when	
NTA-C14-4236 NTA-C14-4237	enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor?	Please see the NTA's response to Issue 13 in
NTA-C14-4237	4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking	this report
NTA-C14-4238	upp the existing community of Blackpool - this is especially true for the elderly and those with poor mobility.	
NTA-C14-4239	5. There is no allocation for set down or disabled parking areas - again reducing access for the elderly or those with mobility issues.	
NTA-C14-4241	6. Cause traffic to back up on Dublin Hill restructing the residents ability to access or exit the roads on Dublin Hill.	
NTA-C14-220	Cause traffic to further increase in the shopping centre junctions making these into traffic jams.	
NTA-C14-2183	8. No consideration has been given to potential traffic increases resulting from the 3000 additional houses in Ballyvolane, 500 plus homes on the Old	
NTA-C14-2392	Mallow Road and the apartments currently being built in Blackpool and opening of Kilbarry Rail Station.	
NTA-C14-4196	9. Rat runs - the closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorn Mews, Thorndale and Glen Heights Road as rat runs.	
NTA-C14-2248	These are residential areas and should not be forced to experience this level of through traffic.	
NTA-C14-1902	10. Queuing will occur on the Ballincollie Road to access the N20 at the Fire Station.	
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NTA-C14-4329		
NTA-C14-2182		
NTA-C14-3961	No to bus gate as I use Blackpool every day and I have to use car to get around because of health.	Please see the NTA's response to Issue 9 in this report
(969)		
NTA-C14-4207		
NTA-C14-4208		
NTA-C14-4210		
NTA-C14-4221		
NTA-C14-4222		
NTA-C14-4223		
NTA-C14-4224		
NTA-C14-4225	I object to this proposal as follows:	
NTA-C14-4226	Please remove the Bus Gates located in Thomas Davis Street and Watercourse Road	
NTA-C14-4227	This will close Blackpool to traffic in both directions, causing city-to-Blackpool traffic to be forced onto the N20 and Dublin Hill-to-Blackpool traffic to turn	
NTA-C14-4228 NTA-C14-4229	onto Shopping Centre roads.	
NTA C14 4220	This is unacceptable as it will:	
NTA-C14-4230	1. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Dublin Hill, Great William O'Brien Street, Thomas Davis Street, Watercourse	
NTA-C14-4231	Road, O'Connell Street and Gerald Griffin Street.	
NTA-C14-4233	Close the village of Blackpool and prevent development of the area for the existing users in the community.	
NTA-C14-4234	3. Remove parking on both sides of Watercourse Road and Thomas Davis Street and potentially remove parking in Great William O'Brien Street when	
NTA-C14-4235	enhancements of this area occur - where will the existing cars go and where will we park to use a shop or visit the doctor?	Please see the NTA's response to Issue 14 in
NTA-C14-4236	4. Reduce access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking	this report
NTA-C14-4237	upp the existing community of Blackpool - this is especially true for the elderly and those with poor mobility.	
NTA-C14-4238	5. There is no allocation for set down or disabled parking areas - again reducing access for the elderly or those with mobility issues.	
NTA-C14-4239	6. Cause traffic to back up on Dublin Hill restructing the residents ability to access or exit the roads on Dublin Hill.	
NTA-C14-4240	7. Cause traffic to further increase in the shopping centre junctions making these into traffic jams.	
NTA-C14-4241	8. No consideration has been given to potential traffic increases resulting from the 3000 additional houses in Ballyvolane, 500 plus homes on the Old	
NTA-C14-220	Mallow Road and the apartments currently being built in Blackpool and opening of Kilbarry Rail Station.	
NTA-C14-2183	9. Rat runs - the closure of Blackpool to traffic will cause greater levels of traffic to use Hawthorn Mews, Thorndale and Glen Heights Road as rat runs.	
NTA-C14-2392	These are residential areas and should not be forced to experience this level of through traffic.	
NTA-C14-4196	10. Queuing will occur on the Ballincollie Road to access the N20 at the Fire Station.	
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NTA-C14-3971	Need to balance any infrastructure changes with needs of the local community, including businesses. Perhaps the current initiative is short-sighted in this regard and goes too far. Please reconsider	Please see the NTA's response to Issue 14 in this report
NTA-C14-3972	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3973	Build up of traffic on Dublin Hill. No access to Blackpool Village. No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3974	No to bus only. Elderly won't be able to park outside their homes. Blackpool will lose loads of business.	Please see the NTA's response to Issue 13 in this report
NTA-C14-3975	Traffic on Dublin Street. No easy access to Blackpool by car. Local businesses badly affected. Restricts travel times for local village. How many cyclists will use this corridor? No to bus gates (not needed).	Please see the NTA's response to Issue 9 in this report
NTA-C14-3976	No to bus gates. Traffic congestion on Dublin Hill. No access to the village. How do I access my GP, not able to take the bus. How do I access the chemist?	Please see the NTA's response to Issue 9 in this report
NTA-C14-3977	Obviously the people behind this bus corridor do not live in this area. This is just mind boggling. Small businesses who have provided much needed things for elderly people will be ruined. I myself have witnessed trucks trying to go up Dublin Hill and having to reverse or turn as they couldn't get under railway bridge. Can you just imagine the chaos if this happens with street closed off to traffic! It is an absolutely ludicrous idea. No to bus gates.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3979	3000 additional homes in Ballyvolane, 500+ houses on the Old Mallow Road and huge apartment blocks being built in Blackpool, and the opening of Kilbarry Railway. All these people will have main access to Blackpool cut off. No parking available for local businesses. Huge tailbacks every direction. No consideration has been given to these.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3980	No to bus gates. Are people at the helm of this idea trying to eradicate Blackpool Village as this is what will happen. Closing the road from Dublin Street in, will now make traffic divert past Blackpool Shopping Centre and go up Pophams Hill. The junction of Dinos + Pophams Hill can be grid locked sometimes causing mayhem and now you want to add to this? Absolute madness.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3962	Don't want any bus gate as I need to drive my car for trade, chemist, visiting elderly. It's a disgrace if this passes.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3982	I personally think the plans for this area are ridiculous. It's going to destroy businesses that have barely managed to survive the pandemic. My Dad has to be driven to his GP, chemist, barber, and to pay bills, because he has a severe disability to his leg and can only walk short distances. My Dad is now 56 and he has lived in Blackpool and surrounding areas since he was born. Blackpool is a huge part of our family and if this goes ahead it will destroy the area. No to bus gates.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3983	No to bus gates. To thom it may concern, in my opinion this new layout is an absolute disaster. I live with my parents and sister and three year old little girl. My GP is in Blackpool, as is my chemist and the route to my elderly grandmother. My Dad has a physical disability so he depends on myself, my Mum and my sisters to drive him to appointments. Also with the amount of businesses in the area, there will be a lot of them unable to survive.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3984	No bus gates.	Please see the NTA's response to Issue 9 i this report
NTA-C14-3986	No to bus gates. Unfair on the residents and the local business people. Very bad idea.	Please see the NTA's response to Issue 9 i this report
NTA-C14-3987	No to bus gates. This decision will greatly impact our everyday lives. Our local businessess will be closed in a matter of months.	Please see the NTA's response to Issue 9 this report
NTA-C14-3988	No to bus gates. My parents live on Dublin Hill and they mind my two children when myself and my husband work. Our family GP is located in Blackpool as well as other establishments we use regularly. Traffic from my home to my parents and place of work (also Dublin Hill) is fairly busy as it is. My dad needs someone around at all times to drive him to appointments in the Blackpool area. He has a severe leg disability and can only walk short distances. It will also affect businesses in the area.	Please see the NTA's response to Issue 9 this report
NTA-C14-3989	Please continue to allow traffic to go through Blackpool. No to bus gates.	Please see the NTA's response to Issue 9 this report
NTA-C14-3990	Please leave the traffic to continue to go through Blackpool. No to bus gates.	Please see the NTA's response to Issue 9 this report
NTA-C14-3991	No bus gates please.	Please see the NTA's response to Issue 9 this report
NTA-C14-3992	No bus gates.	Please see the NTA's response to Issue 9 this report
NTA-C14-3963	No bus gate in Blackpool. Use for work and shopping.	Please see the NTA's response to Issue 9 this report
NTA-C14-3993	No bus gates. No change to parking.	Please see the NTA's response to Issue 9 this report
NTA-C14-3994	No bus gates or one-way systems in Blackpool.	Please see the NTA's response to Issue 9 this report
NTA-C14-3995	Will affect my going to work also coming home from work, will add time to my journey to and from work and will affect my work. Also to work and coming home from work.	Please see the NTA's response to Issue 9 this report
NTA-C14-3996	No one-way. No bus gates.	Please see the NTA's response to Issue 9 this report
NTA-C14-3997	No bus gates.	Please see the NTA's response to Issue 9 this report
NTA-C14-3998	No removal of parking. No bus gates. No one-way traffic system.	Please see the NTA's response to Issue 13 this report
NTA-C14-3999	This route is the normal route I would use when going to do my shopping. I think this route is needed all day/night. No bus gates.	Please see the NTA's response to Issue 9 this report
NTA-C14-4000	Concerned about accessing local shops in the area. Where will we park? How will local businesses survive? We do not want bus gates. Already a lack of investment in this area - this seems like a further issue for local businesses. Shoppers live here who want to support them.	Please see the NTA's response to Issue 2 this report
NTA-C14-4001	No to bus gates.	Please see the NTA's response to Issue 9 this report
NTA-C14-4002	No to bus gates. This will have a serious impact on businesses in the village. And all the elderly people that need their cars. Why change something that has been there for hundreds of years? Cycle lanes are for the young and fit, and older people are not being taken into consideration in all these new plans.	Please see the NTA's response to Issue 9 this report
NTA-C14-3964	No alternative route for traffic and parking issues.	Please see the NTA's response to Issue 9 this report

BusConnects Cork STC C – Blackpool to City DRAFT Preferred Route Options – Public Consultation Report (Mar 2023 – May 2023)

NTA-C14-4003	No to bus gates, These new plans are going to be devastating for local shops in the area. And for kids going to North Hon School and other schools. Elderly and disabled people are being pushed aside. Blackpool Village does not need a bus corridor or cycle lanes. Plus the impact that this will have on the North Ring Road, which is already a bottleneck at peak times.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4004	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4005	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4006	This will cause a huge bottleneck of traffic outside Blackpool Shopping Centre. No access to the doctors surgery for elderly people living in Dublin Hill. No access by car to local shops, pharmacy which will lead to job losses. No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4007	Will cause a bottleneck of traffic outside Blackpool Shopping Centre. No access by car to local shops and businesses which would cause job losses. No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4008	Cause major disruption to Blackpool Shopping Centre. Cause delays with reaching work. Sundays Well area. Cause issue reaching Blackpool Church. No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4009	Cause disruption reaching Blackpool Shopping Centre. No access to the doctors surgery. Cause delay reaching work. No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4010	Will cause a bottleneck of traffic outside Blackpool Shopping Centre. No access to the doctors surgery for elderly people living in Dublin Hill. No access by car to local shops or pharmacy which will lead to job losses. It will cause issues reaching Blackpool Church. No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4011	Concerns about how this will effect the flow of traffic up Dublin Hill and Ballyvolane areas. The effects it will have on the elderly in the Blackpool area. And to many bus lanes will affect parking.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4012	No to bus gates. Please don't change the traffic system through Blackpool - Thomas Davis Street and Watercourse Road.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3965	No bus gate in the village as my mother lives in Blackpool and I need to drive.	Please see the NTA's response to Issue 2 in this report
NTA-C14-4013	No to bus gates. Please do not change the bus route from Dublin Hill Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4013	Blank.	0
NTA-C14-4014	No to bus gates. No to one-way streets. No to one-way traffic. No removal of car parking.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4015	No to bus gates. I strongly object to the proposed bus corridor from Blackpool to city centre. As a mother that drives my child to pre-school in Dublin Hill each morning, I find traffic by the grotto already very heavy in the mornings. The new proposition means there will be extremely long backtails of traffic. As the turn at the grotto is already tight, I can only imagine the accidents and frustration that will be caused here with all traffic nos having to turn right. This has not been thought out thoroughly and residents and daily commuters have not been taken into consideration at all.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4015	No to bus gates. I strongly object to the proposed bus corridor from Blackpool to city centre. As a mother that drives my child to pre-school in Dublin Hill each morning, I find traffic by the grotto already very heavy in the mornings. The new proposition means there will be extremely long backtails of traffic. As the turn at the grotto is already tight, I can only imagine the accidents and frustration that will be caused here with all traffic now having to turn right. This has not been thought out thoroughly and residents and daily commuters have not been taken into consideration at all.	Please see the NTA's response to Issue 9 in this report

BusConnects Cork STC C – Blackpool to City DRAFT Preferred Route Options – Public Consultation Report (Mar 2023 – May 2023)

NTA-C14-4016	No to bus gates. I object to this plan! Putting in a bus gateway will create a rat run for cars being forced up Dublin Hill. They will now use Hawthorn Mews and the Glen Heights Road to avoid the link which will be taking most of the traffic from the Shopping Centre. Hawthorn Mews is narrow enough with cars parked either side. This will cause major tailbacks. Very bad planning on this corridor!	Please see the NTA's response to Issue 9 in this report
NTA-C14-4017	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4018	I think Blackpool should stay the way it is. Silly idea to stop driving in Blackpool. No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4019	Totally wrong idea to put the bus connect through Blackpool. At the moment the traffic is so bad and that's some into Blackpool to add the traffic if you can't go into Blackpool. A lot of elderly use Blackpool for doctor, shops, and other places. Also residents would have no parking. Can't work and it won't work to put a bus corridor through Blackpool. No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4020	Very limited car access through Blackpool Village. People living on Watercourse Road and Thomas Davis Street would lose parking. Also businesses in the area would be hit hugely, total disgrace. Instead of curring off Blackpool, make it more accessible to everyone especially our elderly and our disabled community that depends on cars. Blackpool Bus Corridor won't work. No to bus gates.	Please see the NTA's response to Issue 2 in this report
NTA-C14-4021	People need to be able to drive their cars into Blackpool from Dublin Hill, otherwise how will old people get to the Doctor, church and shops etc. No to bus gates.	Please see the NTA's response to Issue 2 in this report
NTA-C14-3966	Cannot walk through Blackpool. My legs aren't strong enough. No to bus lanes/gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4097	Extra buses on route 207+207A please. Traffic coming down Dublin Hill needs to continue into Blackpool. No changes required. No to bus gates.	Please see the NTA's response to Issue 3 in this report
NTA-C14-4098	No bus gates. Congestion will occur on Dublin Hill. No to Spring Lane being pedestrians only.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4099	No to bus gates. Traffic will build up all Dublin Hill. No to Spring Lane being pedestrians only.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3967	No to bus gate. I use Blackpool to access chemist, doctors, cleaners etc so I must be able to access these areas by car. I have a child with additional needs so need to be able to get to my GP surgery and chemist.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3968	I go to Blackpool every day, and it would be awkward if I could not use my car.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3969	Disagree with bus gates and one-way on Dublin Pike.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4100	 I've checked the proposed plans and I'd like to object. I feel that whoever planned this route does not understand the local area, or the locals living in this area. As a person who has walking difficulties, I need to be able to drive to three main areas - the Church, my GP Surgery and the chemist. As it stands, parking is a nightmare for me. I can't walk far, and certainly no steps. Your new plan illiminates parking in these essential areas. Your new plan ignores people with a physical disability. I do not live in Blackpool, I live in a rural setting and Blackpool is my closest GP/Chemist/Church. I have no other way to get there but to drive. My route with this new plan would be to come down Dublin Hill, take a left up Spring Lane (which is VERY narrow with cars awkwardly parked, and a low lying bridge - trucks could get stuck!) - drive all the way to the by-pass (which is already over loaded with fast cars) - and turn off by Seamus O'Reilly's Garage to get to Blackpool. It would be a NIGHTMARE for me, never mind the thousands of elderly people in the same position as me. Please RETHINK this route. It is ILLOGICAL to have this austere route without thinking about the people actually using services here. An already run down Blackpool will crumble away to nothing - it will become a derelict ghost town. 	Please see the NTA's response to Issue 14 ir this report
0	What about the businesses in Blackpool? Spring Lane is too narrow for traffic. Lots of parking at side of road! The bridge height?	Please see the NTA's response to Issue 8 in this report
NTA-C14-4101	No bus gate. As a resident of the area I do not agree to the new plans as parking is already hard for us to park overnight.	Please see the NTA's response to Issue 9 in this report

NTA-C14-4110	Huge impact on the residents of Dublin Hill Ballyvolane. Hawthorn Mews/Estate will be a bottleneck as drivers coming in from North Cork will take this route to around Blackpool area. The Grotto area and road loeading to Shopping Centre is not suitable to sustain the extra volume of traffic being diverted to the route outlined. No consideration taken for the young people in the parish that walk these routes daily.	Please see the NTA's response to Issue 14 in this report
NTA-C14-4110	Huge impact on the residents of Dublin Hill Ballyvolane. Hawthorn Mews/Estate will be a bottleneck as drivers coming in from North Cork will take this route to around Blackpool area. The Grotto area and road leading to Shopping Centre is not suitable to sustain the extra volume of traffic being diverted to the route outlined. No consideration taken for the young people in the parish that walk these routes daily.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4111	I am opposing the suggested one way route through the village of Blackpool. I have turned left for 30 years as a resident here to access town, doctor, school, hospital etc. I do not feel a one way system will be in the best interest of local residents who need access to their homes after work instead of adding extra time on to our journeys.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4112	I am not in favour of the new preferred routes through Blackpool village. I think it will negatively affect every business along this route as well as affecting access to Doctors surgery and the pharmacies.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4113	I do not agree with the new route bus options. It will be hard to get to the doctors and the pharmacy. I think it should stay the way it is.	Please see the NTA's response to Issue 2 in this report
NTA-C14-4114	I don't agree to the new preferred route options as there will be no parking facilities to collect prescriptions and bringing elderly parents to doctors etc.	Please see the NTA's response to Issue 13 ir this report
NTA-C14-4115	As a resident of 30 years, I am objecting to a one-way system on Thomas Davis Street. It seems little consideration has been given to residents who reside here. I am opposing the suggestion to turn right when I leave my estate to get to town. This has been my route for school runs, work, doctors, mercy and oppose strongly to any change for a one-way system through the village of Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4116	As a resident of Distillery Court a one-way system will not benefit me as an old age pensioner for access to doctors/mercy and town. I am opposed to this and feel another corridor can be explored rather than upset the village of Blackpool which has had no major issues since the bypass was introduced. It will make it extremely difficult for us in Distillery Court.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4117	Keep the buses going both ways. Whoever thought of the plans for Thomas Davis Street and the general Blackpool area has no concept of what it is like to live was born and hopefully dies on the North Side of Cork City.	Please see the NTA's response to Issue 6 in this report
NTA-C14-4118	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4119	My son has lots of produce going through the chemist, how am I supposed to carry 15 boxes over and back to my car to take care of him. You want people to go through Great William O'Brien Street where old people walk. You're looking at more collisions and crashes and accidents. Stupid thinking overall! Stupidity!!	Please see the NTA's response to Issue 2 in this report
NTA-C14-4102	No to bus gates. Traffic will be mental going up Dublin Hill. People will avoid Blackpool. It is bad for local business in Blackpool Village. No access for the elderly going to the chemist or doctor.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4120	It's an absolute disgrace as local businesses around are losing out on the business. It's impossible to walk down William O'Brient Street as it's impossible to drive as there is cars parked on both sides of the street. No bus gates.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4104	No to one-way traffic in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4105	No bus gates - please allow traffic to pass through. Access to Muin afterschool/Superstars will be much harder.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4106	Just leave as is. A lot of destination traffic. Connection from Ballyvolane to Muin. Afterschool/Superstars will be so much harder. No bus gates either please.	Please see the NTA's response to Issue 25 ir this report
NTA-C14-4107	Working in the area I feel Thomas Davis Street should be kept with traffic in both directions.	Please see the NTA's response to Issue 9 in this report

NTA-C14-4108	Not a good idea. Bad for Blackpool.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4109	Safety in walking to and from local parks/facilities. Have to leave much earlier to get to school. Local business/ammenities in Dublin Hill and Blackpool will close as there will be no parking/access to the area.	Please see the NTA's response to Issue 21 in this report
NTA-C14-2207	No bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2209	No bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2210	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2212	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2214	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2215	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2217	No bus lane.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2218	STC-C	Please see the NTA's response to Issue 25 in this report
NTA-C14-2221	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2224	Stop this.	Please see the NTA's response to Issue 25 in this report
NTA-C14-2197	My family use this line from town to Blackpool and back. The liquidation will make access difficult.	Please see the NTA's response to Issue 2 in this report
NTA-C14-2225	Stop it.	Please see the NTA's response to Issue 25 in this report
NTA-C14-2227	Stop this.	Please see the NTA's response to Issue 25 in this report
NTA-C14-2228	Stop this proposal.	Please see the NTA's response to Issue 25 in this report
NTA-C14-2231	Stop it.	Please see the NTA's response to Issue 25 in this report
NTA-C14-2232	No parking Watercourse Road? Thomas Davis Street? What about Blackpool? Cars coming down Dublin Hill and traffic for the city to turn up Spring Lane (too narrow) to get on to Ring Road (Bridge height). Can't understand this stupid plan.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2234	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2235	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2241	No to bus gates in Blackpool. No to one way streets.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2243	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2244	No to bus gate. No to one way system.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2198	The removal of this line would complicate the way I'd get home as I take this line 5 times a week.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2246	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2247	illegible.	0
NTA-C14-2249	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2250	No bus gates. No one-way streets. No to parking spaces being taken away.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2251	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2252	STC-C	Please see the NTA's response to Issue 25 in this report
NTA-C14-2253	We do not like bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2254	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2255	We do not want bus gates as we cannot see the benefits.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2256	No to bus gates. I cannot get to home as it is!	Please see the NTA's response to Issue 9 in this report
NTA-C14-2199	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2257	No bus gates. No one way system.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2200	No to bus gate. No to one way system.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2201	No to bus gate. No to one way system.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2203	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2204	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2206	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2258	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2268	No to Bus Connects.	Please see the NTA's response to Issue 25 in this report

NTA-C14-2269	No to bus lane.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2270	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2271	My job will be greatly affected by this and it will lessen access to Blackpool and will then affect the businesses.	Please see the NTA's response to Issue 14 in this report
NTA-C14-2272	No bus gate will affect my job.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2273	No bus gate will affect the businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2274	No bus gate will affect the businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2275	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2276	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2277	No to bus gates traffic on Dublin Hill will be a disaster and will affect local businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2259	Blackpool is restricted with traffic as it is, trying to get in and out of it as it is and I'm a daily user of this area.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2278	No to bus gates. I live on street. To park any delivery people local people can't access their own street area ect.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2279	No because people have cars need to go to work.	Please see the NTA's response to Issue 1 in this report
NTA-C14-2280	No bus gates. No to car removing.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2281	Need the bus for town.	Please see the NTA's response to Issue 6 in this report
NTA-C14-2282	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2283	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2284	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2285	No gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2286	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2260	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2261	No to bus gates.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2262	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2263	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2264	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2266	No bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2267	No to bus gates.	Please see the NTA's response to Issue 9 in this report
	I wish to register my strong objection to the proposed bus corridor from Blackpool to city centre. This corridor diverts a huge volume of traffic from one busy area and forces it into an area that already has a problem with tailbacks and delays. The proposal gives no consideration to residents or businesses in the area in terms of access and/or parking. This type of dictatorial approach that tells people they are not allowed to use the roads they pay tax for or are not allowed to park in the area of their own homes will only force people to fight back against any proposals that might come in the future. I would suggest if the desired effect is less private cars and more people using public transport that more park and ride facilities be set up in 4 to 6 points around the outskirts of the city with interlinked, frequent and punctual bus services to the whole city and suburbs (servicing the smaller towns like Blarney, Ballincollig and Carrigaline). If people can trust these services and have access to parking I have no doubt they will use them, therefore taking cars out of the city allowing freer movement for public transport. I again would like to state I strongly object to the current proposals.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2288	To whom it may concern, Enclosed please find 37 submission letters with regards to the proposed Bus Gates for the Blackpool area. These letters have been signed by parents who impacted by the proposed Gates as they will limit access to out school. Yours sincerely, parents of North Presentation Primary School.	Please see the NTA's response to Issue 1 in this report
NTA-C14-2326	Dear Hugh, I wish to thank yourself Con, Terry and Robert for the time and engagement we have had with BusConnects. The submission accompanied by 3 pdf's: - Annex A - Alternative Cycle Routes through Blackpool. - Annex B - Vision: p1 Blackpool development potential, p2 Blackpool to Blarney Greenway. - Annex C - BTG's SWOT Analysis We entered in this process with Bus Connects after your presentation at Blackpool Community Centre on the 28/11/2022. We set up the Blackpool Traders Group (BTG) in December 2022 at your suggestion last November and have been meeting weekly since. The purpose of setting up our group was to update Blackpool Traders on the proposals from BusConnects and to engage with BusConnects management in a positive and respectful way. I hope you recognise the BTG engagement with BusConnects have been always both respectful and positive. BTG has 23 members all located in Blackpool Village for many years. The proposals for STC C Blackpool to City, presents many challenges for our Village. BusConnects proposal for a cycing route through Thomas Davis Street, and Watercourse Road the commerciak core of Blackpool Village presented huge problems not just for Residents and Traders but also BusConnects. 1. Bicycles would block your own buses, limiting the movement of buses behind cyclists due to shared roadway. Buses and bicycles and other traffic would be sharing roadway for significant distances under the plans. 2. Thomas Davis Street is too narrow to accomodate a separate cycling lane. Residential doorways open onto the footpath here limiting your ability to squeeze footpaths to accomodate the plans. 3. Residential and commercial parking/loading bays would have to be taken away. 4. Upper Thomas Davis Street would have become one way out bound at peak hours. Our alternative proposal (ANNEX A) which too many BTG meetings, resolves all these issues while not compromising any residents parking or access on Great William O'Brien Street, or Orchard Court. It would be a safer and much more	Please see the NTA's response to Issue 11 in this report

support (ANNEX B). This Greenway proposal got a lot of positive media coverage in The Examiner and the Evening Echo. The idea of a Greenway linking the Glen River Park through Blackpool Village and out to Blarney Castle came from a Youtube video on the Dodder Greenway project in South County Dublin which was supported by NTA. Our Greenway proposal achieves key objectives for BusConnects (NTA) and Blackpool. 1. BusConnects could achieve their stated objective for cycling in Cork City of 56km city cycling network. 2. It could be another European Award winning project for NTA at the same time becoming the first orbital cycle route of any city in Ireland. 3. It enables safe clean cycling with no space taken from northside roads and importantly cyclists don't conflict with buses or traffic. 4. It provides a unique tourist opportunity where cyclists could cycle on the flat from Kent Railway/Bus station to Blarney Castle. 5. Blackpool and the northside of the city would get a unique green cycling and walking amenity which would provide huge positive experience and create a lot of goodwill for future BusConnects projects in Cork City and nationally. 6. It would link the northside areas of Dillons Cross, St Luke's, Ballyvolane, The Glen, to a segregated cycling route through the Glen River Park into Blackpool village and from there onwards into the city centre or out as far as Blarney Castle. The impacts of the Bus Gates are illusrrated in Annex A, slide 21. BTG after much engagement with your good selves cannot support the introduction of any Bus Gates in Blackpool Village for the following reasons (ANNEX C). 11. We would be disconnected from most of our customers at peak trading hours. 2. Most of our customers arrive by car. Some business can see adresses of their customers and argue that most of them don't live in areas serviced by Bus routes eg. the country hinterland, so they patronise the businesses in the village using cars. 3. BTG members are very familiar with traffic through Blackpool and there isn't congested traffic in the village. The traders have been working on Thomas Davis Street full time for upwards of 20 years and some have glass fronted building looking out onto Thomas Davis Street. There isn't a problem with traffic, especially not 7 to 10am. There are two difficult points where buses are being delayed for short periods, say Friday afternoons, that we argue could be resolved easily. We have indicated an alternative to BusConnects involving the realignment of the road on Dublin Street. This would improve the transit times and the consistency of transit times, which are key BusConnects aims. The traders feel that the bus gates are a solution to a problem that really isn't there, at the expense of cutting them off from their patrons. Getting a fixed penatly fine at the bus gates in Blackpool is akin to being clamped, anyone experiencing this will take their business elsewhere in future. 4. No data has been shared with BTG indicating a problem with buses in Blackpool. 5. Bus Gates would force traffic, blocked by the gates, to pass instead across the front of Blackpool Shopping Centre resulting major traffic jams at the top of Commons Road/Dinos junction which would become the only vehicular access into the Village at peak times. This area is very congested as it is and the Commons Road is very nsuitable to become an access artery to the Villsge as its simply too narrow with residents parking on both sides of the road. 6. The Southern end of Blackpool would become a cul de sac for cars/deliveries negatively affecting businesses. 7. Access to 4 medical centres and the Parish church would be compromised. 8. Elderly and people with disabilities wouldn't have easy car access to our village at peak hours. The significant loss of parking spaces for many businesses and residents in the plans. 9. BusConnects public realm improvements are not sequenced with the pending OPW Flood Scheme. Therefore, our streets could be dug up twice as OPW have also planned public realm improvements for the centre of the village. BTG note that a pilot scheme was tried in Galway City whereby bus drivers had an electronic switch on board whereby they could change traffic lights in their favour. We made contact through and intermediary with the Senior Engineer who trialled this pilot scheme. The electronic system worked well. We believe there is no benefit to putting Bus Gates in Blackpool where thereisn't a problem with traffic or delays, but we feel there are problems with buses delayed as they approach Christy Ring Bridge in the City Centre. Finally, Blackpool Traders are heavily invested in the Village (Annex B slides 2 and 3). All of our businesses are family run with many passing down 3 or 4 generations. If you were to add up the number of years, we have being serving our community we have over one thousand years of service to the people of Blackpool/Whitechurch/Killeen's/The Glen/Ballyvolane/Faranree and Cork City between us. We know our customers; we know how they arrive and leave our businesses. Blackpool Village Traders don't have the footfall to accomodayr Bus Gates. We cannot afford to become disconnected from our customers who travel to us by car and don't live on Bus routes.

	I have Dur Connects understand from reading our proposals and from the engagement propose that Disclosed Village are hale deliver or all users	
	I hope BusConnects understand from reading our proposals and from the engagement process that Blackpool Village can help deliver on all your objectives aside from Bus Gates.	
	Dear Hugh, I wish to thank yourself Con, Terry and Robert for the time and engagement we have had with BusConnects.	
	The submission accompanied by 3 pdf's:	
	- Annex A - Alternative Cycle Routes through Blackpool.	
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	squeeze footpaths to accomodate the plans.	
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	4. Upper Thomas Davis Street would have become one way out bound at peak hours.	
	Our alternative proposal (ANNEX A) which too many BTG meetings, resolves all these issues while not compromising any residents parking or access on	
	Great William O'Brien Street, or Orchard Court. It would be a safer and much more pleasant experience for cyclists. Our proposal would be segregated	Please see the NTA's response to Issue 8 in
NTA-C14-2326	from heavy traffic. Your proposal would have heavy traffic northbound passing the cyclists shoulder, due to confined street width.	this report
	You asked us to think big and after many workshops BTG launched 'A Vision for Blackpool' on 14/4/2023 in the Glen Hurling Club with huge Community	
	support (ANNEX B). This Greenway proposal got a lot of positive media coverage in The Examiner and the Evening Echo. The idea of a Greenway linking	
	the Glen River Park through Blackpool Village and out to Blarney Castle came from a Youtube video on the Dodder Greenway project in South County	
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	4. It provides a unique tourist opportunity where cyclists could cycle on the flat from Kent Railway/Bus station to Blarney Castle.	
	5. Blackpool and the northside of the city would get a unique green cycling and walking amenity which would provide huge positive experience and	
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NTA-C14-2326	objectives aside from Bus Gates. Dear Hugh, I wish to thank yourself Con, Terry and Robert for the time and engagement we have had with BusConnects. The submission accompanied by 3 pdf's: - Annex A - Alternative Cycle Routes through Blackpool. - Annex B - Vision: p1 Blackpool development potential, p2 Blackpool to Blarney Greenway. - Annex C - BTG's SWOT Analysis We entered in this process with Bus Connects after your presentation at Blackpool Community Centre on the 28/11/2022. We set up the Blackpool Traders Group (BTG) in December 2022 at your suggestion last November and have been meeting weekly since. The purpose of setting up our group was to update Blackpool Traders on the proposals from BusConnects and to engage with BusConnects management in a positive and respectful way. I hope you recognise the BTG engagement with BusConnects have been always both respectful and positive. BTG has 23 members all located in Blackpool Village for many years. The proposals for STC C Blackpool to City, presents many challenges for our Village. BusConnects proposal for a cycing route through Thomas Davis Street, and Watercourse Road the commerciak core of Blackpool Village presented huge problems not just for Residents and Traders but also BusConnects. 1. Bicycles would block your own buses, limiting the movement of buses behind cyclists due to shared roadway. Buses and bicycles and other traffic would be sharing roadway for significant distances under the plans. 2. Thomas Davis Street is too narrow to accomodate a separate cycling lane. Residential doorways open onto the footpath here limiting your ability to squeeze footpaths to accomodate the plans.	Please see the NTA's response to Issue 8 in this report



	Finally, Blackpool Traders are heavily invested in the Village (Annex B slides 2 and 3).	
	All of our businesses are family run with many passing down 3 or 4 generations. If you were to add up the number of years, we have being serving our community we have over one thousand years of service to the people of Blackpool/Whitechurch/Killeen's/The Glen/Ballyvolane/Faranree and Cork City between us.	
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NTA-C14-2404	The following signatures have been obtained online through an online petition to stop the bus gate.	Please see the NTA's response to Issue 9 this report
NTA-C14-2332	If this goes through it will have a great impact on the pharmacy as well as the customers and staff working in it. It will reduce access to important amenities such as doctors, pharmacies etc.	Please see the NTA's response to Issue 14 this report
NTA-C14-2333	The business that I work in is located on Watercourse Road and the proposed transport corridor through this road will have a negative impact on the business I work in and may intefere with my job security in the near few years.	Please see the NTA's response to Issue 8 this report
NTA-C14-2335	Traffic back up on Dublin Hill will cause a lot of congestion in this area. The removal of set down parking or disabled parking is an absolute catastrophic idea we have a lot of customers relying on this due to mobility issues. New housing development has not been considered. 3000 additional houses will cause an even larger influx of traffic to the area. School traffic in the morning times will be increased also due to these changes.	Please see the NTA's response to Issue 9 this report
NTA-C14-2336	This will be a huge inconvenience for every resident in the area. Business, traffic and people's lives will be affected. It is unacceptable that people and my work colleagues will have no where to park. There is absolutely no consideration for the people affected by this.	Please see the NTA's response to Issue 14 this report
NTA-C14-2338	The closure of this road to the public is an abomination. It will cause a great inconvenience to the local residents and to workers on the local businesses o Watercourse Road. There will be nowhere for my work colleagues and I to park. I will not be able to travel by other means as I live near the Mallow area.	Please see the NTA's response to Issue 14 this report
NTA-C14-2339	Traffic back up on Dublin Hill will cause a lot of congestion in this area. The removal of set down parking or disabled parking is an absolute catastrophic idea we have a lot of customers relying on this due to mobility issues. New housing development has not been considered. 3000 additional houses will cause an even larger influc of traffic to the area. School traffic in the morning times will be increased also due to these changes.	Please see the NTA's response to Issue 9 this report
NTA-C14-2340	The business that I work in is located on Watercourse Road and the proposed transport corridor through this road will have a negative impact on the business I work in and may intefere with my job security in the near few years.	Please see the NTA's response to Issue 8 this report
NTA-C14-2341	If this goes through it will have a great impact on the pharmacy as well as the customers and staff working in it. It will reduce access to important amenities such as doctors, pharmacies etc.	Please see the NTA's response to Issue 14 this report
NTA-C14-2343	Absolutely no thought put into the welfare of businesses trying to keep afloat. A lot of people from the northside and other areas of the city and county depend on these businesses for employment and services.	Please see the NTA's response to Issue 8 this report
NTA-C14-2826	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue S this report
NTA-C14-2876	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 this report
NTA-C14-2878	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 this report
NTA-C14-2881	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 this report
NTA-C14-2885	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 this report

NTA-C14-2888	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2891	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2893	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2897	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2922	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2928	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
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NTA-C14-2941	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2943	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2944	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2947	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2964	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2965	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3010	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3012	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3014	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3015	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3017	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3019	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3023	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3024	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3031	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3034	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3043	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3051	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3055	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3057	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3063	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2827	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2832	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2840	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2845	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2852	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2862	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2870	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2873	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3068	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3073	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3075	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3083	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3085	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3088	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3090	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3094	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3097	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3100	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3107	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3108	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3109	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3110	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3111	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3112	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3113	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3114	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3115	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3116	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3117	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3118	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3119	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3120	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3132	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3133	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3134	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3138	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3139	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3144	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3148	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3149	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3150	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3152	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3150	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3157	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3158	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3158	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3164	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3168	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3171	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3173	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3174	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3184	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3187	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3189	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3192	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3198	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3201	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3204	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3206	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3209	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3213	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3215	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3216	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3218	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3219	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3221	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3232	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3233	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3236	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3237	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3238	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3239	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3240	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3241	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3242	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3243	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3244	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3245	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3246	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3247	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3248	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3248	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3250	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3251	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3252	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3253	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3254	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3255	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3256	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3257	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3258	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3259	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3260	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3261	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3262	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3296	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3297	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3298	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3299	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3300	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3353	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3354	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3355	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3359	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3361	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3362	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3366	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3374	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3375	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3377	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3378	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3382	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3384	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3387	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3390	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3392	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3393	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3394	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3395	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3396	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3397	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3400	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3404	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3405	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3406	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3407	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3408	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3410	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3411	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3412	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3414	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3415	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3416	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3417	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3418	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3420	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3422	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3424	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3425	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3426	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3427	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3429	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3431	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3433	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3435	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3435	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3438	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3440	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3443	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3444	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3445	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3446	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3448	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3451	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3452	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3453	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3456	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3458	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3460	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3462	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3465	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3467	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3469	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3471	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3473	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3475	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3477	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3479	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3482	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3484	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3485	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3486	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3488	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3491	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3690	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3692	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3693	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3694	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3696	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3698	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3699	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3701	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3702	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3703	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3704	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3705	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3706	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3707	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3708	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3709	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3710	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3715	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3718	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3722	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3727	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3731	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3734	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3743	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3748	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3754	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3756	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3758	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3761	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3763	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3766	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3769	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3773	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3779	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3821	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3824	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3829	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3832	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3836	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3838	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3840	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3842	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3844	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3846	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3850	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3852	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3856	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3859	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3862	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3864	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3865	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3868	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3871	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3876	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3878	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3916	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3917	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3918	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3919	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3920	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3921	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3922	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3927	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3929	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3930	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3931	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3933	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3934	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3935	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3936	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3937	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3938	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3940	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3943	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3951	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2541	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2569	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2558	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2562	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2586	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2589	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2592	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2593	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2664	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2665	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2666	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2667	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2668	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2669	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2670	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2671	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2672	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2673	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2674	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2675	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2676	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2677	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2678	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2679	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2680	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2681	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2682	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2683	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2684	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2685	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2702	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2715	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2718	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2719	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2720	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2721	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2722	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2727	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2730	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2733	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2735	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2738	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2741	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2765	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2766	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2767	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2768	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2769	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2770	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2771	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2772	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2773	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2774	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2775	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2779	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2784	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2789	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2798	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2802	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2806	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2808	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2809	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2810	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2811	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2812	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2813	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2814	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2821	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2829	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2833	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2842	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2847	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2855	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2859	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2866	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2875	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2880	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2886	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2959	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2960	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2961	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2962	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2963	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3003	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3009	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3011	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3059	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3062	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3067	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3072	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3077	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3084	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3087	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3089	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3092	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3101	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3102	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3103	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3104	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3105	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3106	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3121	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3123	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3126	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3129	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3135	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3136	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3137	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3140	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3141	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3142	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3143	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3145	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3146	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3147	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3151	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3153	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3154	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3156	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3167	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3172	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3175	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3176	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3177	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3263	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3264	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3265	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3266	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3267	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3275	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3278	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3282	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3283	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3286	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3288	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3290	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3292	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3293	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3294	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3301	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3302	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3329	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3333	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3336	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3338	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3340	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3343	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3351	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3372	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3612	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3615	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3618	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3623	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3679	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3680	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3681	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3682	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3683	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3684	No for this area.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3700	Keep traffic two-way in Blackpool. There are people living there for years and to do this to them is not acceptable.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3808	Keep two way always.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3818	No to bus gate. Keep two way traffic in Blackpool.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3826	Keep two way traffic in Blackpool.	Please see the NTA's response to Issue 9 in
NTA-C14-3020	keep two way trainc in blackpool.	this report
NTA-C14-3835	Keep Blackpool two way.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3848	Keep Blackpool two way traffic system.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3853	Keep Blackpool traffic two way always.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3858	Keep Blackpool traffic two way always.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3900	No to bus gates in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3901	No to bus gates in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3685	Not suitable for this area.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3902	Terrible. Leave Blackpool alone.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3903	Keep Blackpool two way traffic all through.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3904	Keep Blackpool traffic two way always.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3905	A bus corridor would be great coming from the Whitechurch area on a regular basis. However, the junction on the Old Mallow Road (passing the former Sunbeam entrance at Millfield) where traffic has the option to turn right for the Blackpool Shopping Centre or straight to Blackpool Village to the City Centre would generate enormous congestion. Traffic from Carrignavar and surrounding areas coming from Dublin Hill to the Grotto take a right hand swing to gain access to the Blackpool Shopping Centre and/or Retail Park. Traffic from the Old Mallow Road has NO right hand lane to gain access to Shopping Centre and/or Retail Park. There is no road space on the Old Mallow Road side for an extra lane. In Summary: All of the above will cause chaos at all three junctions for the following reasons: a) Traffic lights at the back of Woodies DIY will lead to congestion. b) Traffic lights at entrance to the Blackpool Shopping Centre/Retail Park will lead to congestion. L would definitely use the proposed services.	Please see the NTA's response to Issue 3 in this report
NTA-C14-3906	Until such time as the North Ring Road and a Park & Ride facility is constructed on the north side of the city the installation of bus gates in Blackpool will seriously affect our ability to travel into the city and beyond. As a bus user and a cyclist I am all too aware of the need to use alternatives to the car but the installation of a bus gate in Blackpool will not be respected (like the no-right turn at the opera house) until there is a viable alternative for car drivers.	Please see the NTA's response to Issue 18 ir this report
NTA-C14-3907	Removing this line would significantly negatively affect the youth of the area and making it difficult for them to travel to the city safely. It could also result in in and increase of anti-social behaviour in the Blackpool area. I personally use this line regularly since I've been a teenager and I can imagine the difficuties it would cause for young people today and worried parents.	Please see the NTA's response to Issue 21 i this report

BusConnects Cork STC C – Blackpool to City DRAFT Preferred Route Options – Public Consultation Report (Mar 2023 – May 2023)

	No to bus gates.	Please see the NTA's response to Issue 9 in
NTA-C14-3908	No to removing parking. No to one way streets.	this report
NTA-C14-3909	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3910	No to bus lane.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3911	No to bus gates. As helpful as it may sound to have Bus Connects run through the village of Blackpool this would be a huge disadvantage to me, I work in Knockaheeny and my children attend afterschool care in Blackpool so therefore I have to drive through Blackpool so therefore I have to drive through Blackpool daily to collect my children. I drive through Blackpool most evenings to go to town or to my parents that live in the area. If this was taken from me I would spend my time sitting in traffic after spending a long day in work.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3686	No to bus gate (no parking).	Please see the NTA's response to Issue 9 in this report
NTA-C14-3912	We need to be able to access Blackpool village to support our shops.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3913	Destroying business.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3914	Residents need to drive in the area.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3915	Damaging business.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3923	Visitors will no longer have access.	Please see the NTA's response to Issue 2 in this report
NTA-C14-3924	Damaging to the business trade.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3925	Knock on effect to surrounding area.	Please see the NTA's response to Issue 14 in this report
NTA-C14-3926	Gridlock on Dublin Hill due to only being allowed to turn right at the bottom of Dublin Hill. Traffic lights at Blackpool Shopping Centre are very long and cause delays. No access to Blackpool and no parking.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3928	No bus gates. No one way streets. Save Blackpool and Dublin Hill businesses. No diverting traffic towards Blackpool Shopping Centre from Dublin Hill Grotto. Traffic from Dublin Hill will be diverted through our residential areas to access the North Link making it unsafe for children.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3932	Congestion of traffic around Blackpool Shopping Centre if all traffic diverted at the bottom of Dublin Hill. Gridlock on Dublin Hill when the factories finish shifts. Loss of parking and access to businesses in the Blackpool area eg: Seanus O'Reilly Garage. Recently started using the 207 regularly and the amount of time buses don't turn up is a disgrace. Would hate to be dependent on this service.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3687	No to parking spaces being taken away. Save local business and employment. No to one way streets as traffic is already problematic for reisdents in surrounding areas.	Please see the NTA's response to Issue 13 in this report
NTA-C14-3939	 No to bus gates in Blackpool. No removal of set downs, loading bays and off street parking. Keep traffic two way all through Blackpool. 	Please see the NTA's response to Issue 9 in this report
NTA-C14-3941	 No to bus gates in Blackpool. No removal of set downs, loading bays and off street parking. Keep traffic two way all through Blackpool. 	Please see the NTA's response to Issue 9 in this report

NTA-C14-3942	 No to bus gates in Blackpool. No removal of set downs, loading bays and off street parking. Keep traffic two way all through Blackpool. 	Please see the NTA's response to Issue 9 in this report
NTA-C14-3944	 No to bus gates in Blackpool. No removal of set downs, loading bays and off street parking. Keep traffic two way all through Blackpool. 	Please see the NTA's response to Issue 9 in this report
NTA-C14-3978	 No to bus gates in Blackpool. No removal of set downs, loading bays and off street parking. Keep traffic two way all through Blackpool. 	Please see the NTA's response to Issue 9 in this report
NTA-C14-3981	Keep Blackpool traffic a two way always.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3985	Keep Blackpool traffic a two way always.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4022	Keep Blackpool traffic a two way always.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4023	Keep Blackpool the way it is.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4024	No to bus gates in Blackpool. Keep Blackpool two way.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3688	Ridiculous.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4025	Keep Blackpool two way traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4026	Keep Blackpool two way traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4027	No to bus gates in Blackpool. Keep traffic two way all through Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4028	Keep traffic two way in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4029	Please keep Blackpool two way traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4030	Keep Blackpool two way please.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4031	Not in favour.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4032	No one way streets. No bus gates. No to parking being taken away.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4033	No to one way streets. No to parking spaces being taken away.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4034	Not in favour.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3689	Leave Blackpool as it is. One way will kill the business.	Please see the NTA's response to Issue 25 in this report

NTA-C14-4035	Not going to work.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4036	Going to be very hard for people to travel. No easy access to city centre or Blackpool areas as buses are never on time.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4037	No bus gates/more bus stops. No one way streets/better timetables. More parking spaces.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4038	Not in favour need access to shops.	Please see the NTA's response to Issue 2 in this report
NTA-C14-4039	Not in favour.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3691	 No to bus gates in Blackpool. No removal of set downs, loading bays and off street parking. Keep traffic two way all through Blackpool. 	Please see the NTA's response to Issue 9 in this report
NTA-C14-3695	Keep Blackpool two way traffic all the way through.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3697	Keep traffic two way in Blackpool. This is utterly disgraceful. And stop doing this to the local people.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4040	No to bus gate. Must maintain access to Blackpool and surrounding area.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4049	No to bus route. Bus must retain access through Blackpool and the rest of the surrounding area.	Please see the NTA's response to Issue 6 in this report
NTA-C14-4050	No to bus gate. Must maintain access to Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4051	No BusConnect.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4052	No bus gate please.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4053,	Very hard for people to travel to work by car into city centre for work.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4054	It's a bad idea for the buses to change the system it affects businesses and elderly people like myself.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4055	It's crazy, having to go all around a longer route so there will be piled on traffic. What is happening for us to park our cars. It's so wrong.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4056	Not in favour.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4057	It's a bad idea to change the bus route for the people in the area. Especially for the old generation who depend on the bus.	Please see the NTA's response to Issue 6 in this report
NTA-C14-4058	Maintain access. No gates.	Please see the NTA's response to Issue 2 in this report
NTA-C14-4041	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4059	No bus through Blackpool as it will affect residents and businesses.	Please see the NTA's response to Issue 14 in this report

NTA-C14-4060	City is ruined enough as it is with these ridiculous bike lanes and extremely dangerous as these mobile scooters will most likely have the run of the village.	Please see the NTA's response to Issue 21 in this report
NTA-C14-4061	No to bus gate. Must maintain Blackpool for businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4062	No to bus gate. Access needed to Blackpool and surrounding areas.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4063	No bus gate. Must maintain across Blackpool and surrounding areas.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4064	Not in favour.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4065	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4066	No gates. No bus lanes.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4067	No removal of parking spaces. No parking anymore.	Please see the NTA's response to Issue 13 in this report
NTA-C14-4068	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4042	No to bus lane. Must maintain access to Blackpool business.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4069	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4070	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4071	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4072	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4073	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4074	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4075	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4076	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4077	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4078	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4043	No to bus gate. Need to have access to surrounding areas.	Please see the NTA's response to Issue 9 in this report

NTA-C14-4079	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4080	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4081	No bus gates please!	Please see the NTA's response to Issue 9 in this report
NTA-C14-4082	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4083	No gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4084	No to bus gates. Keep two way traffic. Keep loading bays in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4085	No bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4086	No to bus gates in Blackpool. Maintain the two way traffic system in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4087	No to bus gates. Keep two way traffic to access Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4088	No to the bus lanes. No to bicycle lanes. No one way traffic.	Please see the NTA's response to Issue 6 in this report
NTA-C14-4044	The businesses will suffer.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4089	I have a child going to school in Blackpool from Ballyvolane. So no bus gate in Blackpool please.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4090	Please no bus gates. Please do not remove village parking. Please do not remove loading bays. Please no one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4091	No to bus gates. No to one way streets. No to removing parking spaces.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4092	No to bus gates. No to one way streets. No to no parking spaces.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4045	No bus gates. No one way system. No parking spaces being taken away. Save local businesses. Save Blackpool/Dublin Hill businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4046	This is a direct route to work for the working class. A disruption to many businesses and a general disruption to the direct route to town for the north side.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4047	No traffic through Blackpool. No bus gates. No taking of parking spaces.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4048	No bus gates. No one way streets. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4093	I object to the proposed corridor because I currently Kilcully is being used as a 'rat run' for people coming from Whitechurch, Grenagh, Blarney areas who want to avoid the N20 at the Commons Inn, while commmuting to Little Island, Glanmire etc. The proposed bus corridor will increase people commuting through Kilcully as all traffic coming down Dublin Hill will need to go through 5 sets of traffic lights to join the N20 at Blackpool Shopping Centre. The access to Blackpool will be cut off to those wishing to visit GP's, pharmacy, church and services available at Blackpool Communirt Centre.	Please see the NTA's response to Issue 9 in this report

	Not everyone is able to walk to these services and need access through Blackpool and suitable parking. Cause traffic mayhem to residents on Dublin Hill by requiring them to go up Dublin Hill, out onto Kinvara, onwards towards Dunnes stores, down North Ring Road in order to access schools like St Cincents, North Mon etc.	
NTA-C14-4094	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4132	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4133	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4134	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4135	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4136	Stop it	Please see the NTA's response to Issue 9 in this report
NTA-C14-4137	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4138	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4139	No to bus gates. No to camera outside doctors surgery. I use Blackpool loads of times during the week.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4140	No gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4141	Access is too restricted as it is so I personally think this is a bad idea.	Please see the NTA's response to Issue 2 in this report
NTA-C14-4095	No to the bus corridor. No to the car parking.	Please see the NTA's response to Issue 6 in this report
NTA-C14-4142	I need access in my car to go through Blackpool to get home and go to work. Bus lane would not allow me to. A lot of the area restricted.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4143	I agree with the concept and I'm glad these things are being considered but Blackpool is too small. Elderly people in the area need cars and the facilities already in place. The shopping Centre is the wrong place to start with renovations like this.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4144,	No gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4145	It would make us late for the school.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4146	No to bus gate in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4147	Save Blackpool and Dublin Hill business. Open up Spring Lane to two way traffic. No to parking spaces being taken away.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4148	No to bus gates in Blackpool. Will cause chaos and terrible for local businesses.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4149	No to bus gates in Blackpool. Terrible for local businesses it will cause chaos!	Please see the NTA's response to Issue 8 in this report

NTA-C14-4150	No to bus gates in Blackpool. Traffic already bad enough will cause chaos, terrible for local business.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4151	The proposed system would be the death of all the businesses in the area of Thomas Davis Street and Dublin Street. Loss of jobs - unethical in any normal society.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4096	No gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4152	Access is too restricted as it is so I personally think this is a bad idea.	Please see the NTA's response to Issue 1 in this report
NTA-C14-4153	Ridiculous, no need for change.	Please see the NTA's response to Issue 25 i this report
NTA-C14-4154	Causing disruption in the area.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4155	Absolutely ridiculous, making life for peopke harder, causing more traffic.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4156	No to bus gates in Blackpool. Terrible for local businesses.	Please see the NTA's response to Issue 8 ir this report
NTA-C14-4157	No to bus gates in Blackpool. Terrible for local businesses.	Please see the NTA's response to Issue 8 ir this report
NTA-C14-4158	Access to town will be very congested on other routes. Limits school and businesses in area.	Please see the NTA's response to Issue 2 in this report
NTA-C14-4159	Save local business.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4160	Council is disgraceful, to think this is acceptable, would be harder for people to get to Blackpool and unecessary time consumed. Should be left as it is as there is no problems.	Please see the NTA's response to Issue 1 in this report
NTA-C14-4161	No to the proposed one way street. There are already major delays on Dublin Hill at peak times and this will worsen. Local businesses will not survive. How will elderly people access doctors or chemists if there are no parking spaces.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4122	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4162	If there is no left turn at the end of Dublin Hill it will cause major delays to residents of Dublin Hill at peak times on what is already a very busy area. If there is no access by car to Dublin Street and Watercourse Road this will have a very negative affect on local businesses in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4163	Cause loads of traffic on Dublin Hill. Need to visit my doctor in Blackpool.	Please see the NTA's response to Issue 9 i this report
NTA-C14-4164	Close the village of Blackpool. Unduly hit businesses. Queuing. Remove parking. Reduce access.	Please see the NTA's response to Issue 8 i this report
NTA-C14-4165	No bus gates on Watercourse Road. It will not help businesses on the street. A lot of elderly people living on the street and need access regularly. It will affect my business on the street, regularly daily deliveries etc.	Please see the NTA's response to Issue 9 i this report
NTA-C14-4166	This plan will reduce access to the Blackpool area including Church community Centre, doctors, chemists and shops.	Please see the NTA's response to Issue 2 this report
NTA-C14-4167	No direct access to doctor surgery. No direct access to chemist. No direct access to the church. Reduced parking. Busier roads. Adds stress to residents and OAP's. Need to access amenities in the centre of Blackpool.	Please see the NTA's response to Issue 2 i this report
NTA-C14-4168	The ideas that are in place for the bus and cycling corridor will put my job in jeaopardy. It will impact badly on the place where I work as people have to drive to collect cakes from the shop. Please reconsider your plans as it will impact a lot of businesses and may end in the loss of jobs.	Please see the NTA's response to Issue 8 i this report

NTA-C14-4169	I am the owner of a Chinese restaurant I Blackpool. The bus proposal would be a disaster for me, my customers would not be able to come through Blackpool which would affect the number of staff I employ.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4170	Reduce access to Blackpool. Will add on extra hour for me to get work. Will hit businesses very hard.	Please see the NTA's response to Issue 2 in this report
NTA-C14-4171	I object to the proposal and install bus gates in Thomas Davis Street and Watercourse Road because it will 1. Reduce access to the Blackpool area including the Church, community centre, pharmacies and shops, especially for us who are elderly and for those with poor mobility. Plus the fact that there is no allocation for set down or disabled parking. 2. No consideration seems to have been given to potential traffic increases resulting from the additional houses being built in Ballyvolane, the Old Mallow Road, plus blocks and blocks of apartments in Blackpool, also the promised opening of Kilbarry Railway Station. Please review the proposed plans.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4123	No gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4172	Need to visit my doctor cause traffic on Dublin Hill.	Please see the NTA's response to Issue 2 in this report
NTA-C14-4173	No gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4174	No gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4175	Cause traffic on Dublin Hill need to get to my doctor in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4176	WII hit businesses very hard cause traffic on Dublin Hill. Need to visit my doctor.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4124	No gates. No access for the elderly.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4125	No gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4126	No gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4129	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4177	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4186	Strongly disagree to proposed idea. Traffic will be backed up Dublin Hill and all businesses in the area (including the shopping centre) will be affected. Parking spaces will also be taken away for residents and for the doctors in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4187	I use the 207A bus at least 3 days each week to get shopping - pension, medicines etc. I will not be able to climb the hill up to Glen Heights Road to access new Number 10 route so I will be seriousy isolated if the bus is taken of Dublin Hill. The bus gate is another worry as traffic will be affected to Blackpool village and will be devastating to the traders. Blackpool is not sutiable for these changes.	Please see the NTA's response to Issue 5 in this report
NTA-C14-4188	 I concur with all the problems outlined overheard. it will cause utter chaos in Blackpool Village and Dublin Hill area. I live in Hawthorn Mews. The volume of traffic going through for access to and from the Ring Road has increased to unacceptable levels in the past year. If the outlined proposals are carried out these will be a further increase in the traffic. This is a remote estate and it was never meant to be a through rosd to the North Ring Road. The profound will be a safety hazard for the residents. Due to medical conditions I am unable to work long distances especially uphill. I will have difficulty in accessing my pharmacy in the village and my GP 	Please see the NTA's response to Issue 9 ir this report

	in Great William O'Brien Street. This is causing me great anxiety.	
	4. I suggest you go back to the drawing board before the health and safety of the people of Blackpool and Dublin Hill area is compromised.	
NTA-C14-4188	 I concur with all the problems outlined overheard it will cause utter chaos in Blackpool Village and Dublin Hill area. I live in Hawthorn Mews. The volume of traffic going through for access to and from the Ring Road has increased to unacceptable levels in the past year. If the outlined proposals are carried out these will be a further increase in the traffic. This is a remote estate and it was never meant to be a through rosd to the North Ring Road. The profound will be a safety hazard for the residents. Due to medical conditions I am unable to work long distances especially uphill. I will have difficulty in accessing my pharmacy in the village and my GP in Great William O'Brien Street. This is causing me great anxiety. I suggest you go back to the drawing board before the health and safety of the people of Blackpool and Dublin Hill area is compromised. 	Please see the NTA's response to Issue 21 in this report
NTA-C14-4189	If this goes ahead my daily life will change for the worse. How can we support local? How do I attend my GP on Great William O'Brien Street? How will I get to O'Sheas Pharmacy? How do I support Dennely's Fish Shop? No parking (short-term) to attend church, which means a lot to me! All the above will cease to exist! And major problems with my estate never meant to be a through road, now developing into a 'rat run' this past year and only going to get worse. So no to this bus gate plan.	Please see the NTA's response to Issue 14 in this report
NTA-C14-4190	Concerns around bus stop located on Dublin Hill (outside Kilbarry Cottages) moving - challenging for residents who are elderly or people with mobility issues. Concern about ban on private motorist driving through village re: accessing medical care/church/shops. Negative impact on business. Backlog will build up on already busy existing road through Blackpool Shopping Centre and Commons Road.	Please see the NTA's response to Issue 5 in this report
NTA-C14-4191	Making Blackpool one way will be a disaster for businesses. Also the traffic around the Shopping Centre is already a disaster and diverting more traffic into this area is crazy. Furthermore, the traffic on Dublin Hill will increase ten fold adding to what already is a busy thoroughfare.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4192	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4193	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4194	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4195	I run a business in Blackpool if my customers can't park to being these businesses to use. I will have no work. I employ 4 people they will have to lose these jobs.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4178	No to bus gates. No to less parking. No to one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4209	I need the road to go to Blackpool Shopping Mall, to my dress maker and the trident dry cleaner, and I drive all the way. You can't stop the car traffic for bus, that not even work properly and one always late.	Please see the NTA's response to Issue 2 in this report
NTA-C14-4212	No to bus lanes.	Please see the NTA's response to Issue 5 in this report
NTA-C14-4215	No to bus lanes.	Please see the NTA's response to Issue 5 in this report
NTA-C14-4216	No to bus lane.	Please see the NTA's response to Issue 5 in this report
NTA-C14-4217	Not in favour.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4260	Blank	Blank submission
NTA-C14-4261	Blank	Blank submission

BusConnects Cork STC C – Blackpool to City DRAFT Preferred Route Options – Public Consultation Report (Mar 2023 – May 2023)

NTA-C14-4262	Blank	Blank submission
NTA-C14-4263	Blank	Blank submission
NTA-C14-4264	Blank	Blank submission
NTA-C14-4179	No bus gates. No one way streets. No to parking spaces being taken away.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4265	Blank	Blank submission
NTA-C14-4266	Against the bus gates as planned. Against the removal of parking in the village. Against the extra traffic that this would mean on Commons Road. Traffic is currently very bad on Commons Road as is. Extra traffic from a safety perspective on Commons Road would be dangerous.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4267	Keep traffic two way all through Blackpool.	Please see the NTA's response to Issue 9 i this report
NTA-C14-4268	No need for change.	Please see the NTA's response to Issue 25 this report
NTA-C14-4269	Keep as is.	Please see the NTA's response to Issue 25 this report
NTA-C14-4270	Keep traffic two way all through Blackpool.	Please see the NTA's response to Issue 9 i this report
NTA-C14-4271	Keep two way traffic in Blackpool village.	Please see the NTA's response to Issue 9 i this report
NTA-C14-4272	No one way system in Blackpool.	Please see the NTA's response to Issue 9 this report
NTA-C14-4273	Keep Blackpool as it is.	Please see the NTA's response to Issue 25 this report
NTA-C14-4274	Keep Blackpool two way traffic.	Please see the NTA's response to Issue 9 this report
NTA-C14-4180	100% No to one way streets and no driving through Blackpool. 100% no to removal of resident parking where are people going to park? This will result in overflow in other areas which means chaos. 100% no to increased traffic around Blackpool Shopping Centre. It is bad enough as it is. 100% no to Blackpool bus gates. This limits my access to my local businesses and church and doctors.	Please see the NTA's response to Issue 9 this report
NTA-C14-4275	Keep Blackpool two way traffic.	Please see the NTA's response to Issue 9 this report
NTA-C14-4276	No Bus Connect. No to one way streets. No to reduced parking. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 25 this report
NTA-C14-4277	Keep traffic two way in Blackpool, this is a complete disgrace and will be very inconvenient for the people of the northside listen to the people and keep it the way it is.	Please see the NTA's response to Issue 9 this report
NTA-C14-4278	 No to bus gates in Blackpool. No removal of set downs, loading bays and off street parking. Keep traffic two way all through in Blackpool. 	Please see the NTA's response to Issue 9 this report
NTA-C14-4279	 No to bus gates in Blackpool. No removal of set downs, loading bays and off street parking. Keep traffic two way all through Blackpool. 	Please see the NTA's response to Issue 9 this report
NTA-C14-4280	 No to bus gate in Blackpool. No removal of set downs, loading bays and off street parking. Keep traffic two way all through Blackpool. 	Please see the NTA's response to Issue 9 this report

NTA-C14-4182	No to bus gates in Blackpool. 'Blackpool is a village not a corridor.' Keep all parking and loading bays in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4181	Removal of residents parking unacceptable, and will cause an overflow in other areas. No to 'bus gates' this will affect all the local business in the area that I frequent. This will be the end of Blackpool and will become a ghost town.	Please see the NTA's response to Issue 13 in this report
NTA-C14-4183	No to these plans. I am an 82 year old wheelchair user. My family drive to Blackpool with me to collect pension, my prescriptions in O'Sheas, my doctors Denneys Fish Shop, church etc. These ridiculous changes will 100% effect me. I cannot use a bike or public transport. This will be the end of Blackpool and a part of my routine and life.	Please see the NTA's response to Issue 2 in this report
NTA-C14-4184	The reduced access to the Blackpool area including church, community centre, doctors, pharmacies and shops. Access will be severely restricted breaking up the existing communities of Blackpool. Especially true for the elderly and those with poor mobility. No consideration has been given to the potential traffic increases resulting from the 3000 additional houses in Ballyvolane. Not to mention the numerous apartments almost ready for occupants. Thank you.	Please see the NTA's response to Issue 2 in this report
NTA-C14-4185	No to one way streets in Blackpool. This will ruin local businesses in Blackpool and surrounding areas. It will cause major delays in traffic on the Old Mallow Road.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4281	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4290	No to bus gates in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4291	No to bus gate. Will destroy local business.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4292	No bus gates and to maintain two-way in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4293	No bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4294	No bus gates. Maintain two way traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4295	No to bus gate. Maintain access two way traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4296	Absolutely no to bus lanes and keep two way traffic in Blackpool.	Please see the NTA's response to Issue 5 in this report
NTA-C14-4297	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4298	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4299	No bus gates in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4282	No bus gates. No one way.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4300	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4301	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4302	No to bus gates.	Please see the NTA's response to Issue 9 in this report

NTA-C14-4303	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4304	Usual route to go to Blackpool Shopping Centre. Think this route is needed. No need for bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4305	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4306	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4307	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4308	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4309	No bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4283	I object to the close of the above said road. To take away through traffic and parking and loading bays is an absolute joke.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4310,	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4311	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4312	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4313	No to bus scheme. No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4314	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4315	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4316	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4317	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4318	No bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4319	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4284	No bus gates. No one way streets. No to parking being reduced. Protect local business and employment. Already a parking shortage for existing residents and more accomodation is being built.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4320	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4321	No to bus gate. It would cripple local business and the northside have enough struggles.	Please see the NTA's response to Issue 9 in this report

NTA-C14-4322	No bus gates in Blackpool. Keep on street parking. Blackpool needs to stay two way traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4323	1. No bus gates. 2. No to diverting traffic towards Blackpool Shopping Centre from Dublin Hill. 3. Save Blackpool businesses. 4. Traffic from Dublin Hill factories will have to come through residential areas.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4324	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4325	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4326	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4327	 No to bus bates in Blackpool. Keep traffic two ways all through Blackpool. No removal of street parking and loading bays. 	Please see the NTA's response to Issue 9 in this report
NTA-C14-4328	No to bus gates. No one way streets. Save businesses and employment in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4285	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4330	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4331	It's very disruptive to the community.	Please see the NTA's response to Issue 14 in this report
NTA-C14-4332	Please don't make the changes. The impact is too big.	Please see the NTA's response to Issue 25 ir this report
NTA-C14-4333	Affecting local businesses.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4286	No to bus gates. No access to GP. No access to work.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4287	No to bus lane in Blackpool.	Please see the NTA's response to Issue 5 in this report
NTA-C14-4288	No to bus gates in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4289	It will be chaotic.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4334	Affect on the elderly people requiring home help/carers.	Please see the NTA's response to Issue 14 in this report
NTA-C14-4343	I rent a premises on Watercourse Road. If this goes through it will affect my central income. Blackpool is a village, that cannot be disconected from local areas. The village needs to be accessed by cars. No to Bus Connects.	Please see the NTA's response to Issue 14 in this report
NTA-C14-4344	No to bus gates. Dublin Hill will be congested with traffic. Need access to the village.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4345	Knock on affect to traffic.	Please see the NTA's response to Issue 9 in this report

NTA-C14-4346	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4347	I strongly object because this will be the end of business in Blackpool. I shop there and visit all of them regularly. Taking away resident parking will only cause an overflow problem to other areas. Where do you think they will go? Not everyone can ride a bike or travel on a bus. This will be the death of Blackpool. You stated there will be more traffic around Shopping Centre. It is bad enough as it is, you will just cause more chaos and bottleneck every route. People's jobs, businesses and way of life will be destroyed. You are trying to take away our freedom to travel through Blackpool village.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4348	No bus gates. No taking away street parking. No one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4349	No bus gates. No taking away street parking. No one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4350	No bus gates. No taking away street parking. No one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4351	No bus gates. No taking away street parking. No one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4352	No bus gates. No taking away street parking. No one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4335	Detrimental to businesses.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4353	No bus gates. No taking away street parking. No one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4354	No bus gates. No taking away street parking. No one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4355	No bus gates. No taking away street parking. No one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4356	No bus gates. No taking away street parking. No one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4357	No bus gates. No taking away street parking. No one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4358	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4359	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4360	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4361	 I am an employee of T&A Building Supplies for the past 35 years. I have a major problem with your plans to place bus gates on Watercourse Road and Thomas Davis Street. Access to our premises will be servely reduced and will probably lead to the closure of the business with the loss of over 20 jobs. I cannot understand how Bus Connect plan to go ahead the works in Blackpool village without first waiting for the completuon of the flood relied shceme. We have been flooded on numerous occassions and have no flood insurance as a resuly. I hope consultation with the O.P.W will be undertaken before any work commences. 	Please see the NTA's response to Issue 1 ir this report
NTA-C14-4361	 I am an employee of T&A Building Supplies for the past 35 years. I have a major problem with your plans to place bus gates on Watercourse Road and Thomas Davis Street. Access to our premises will be servely reduced and will probably lead to the closure of the business with the loss of over 20 jobs. I cannot understand how Bus Connect plan to go ahead the works in Blackpool village without first waiting for the completion of the flood relief 	Please see the NTA's response to Issue 25 in this report

	scheme. We have been flooded on numerous occassions and have no flood insurance as a resuly. I hope consultation with the O.P.W will be undertaken before any work commences.	
NTA-C14-4362	No bus gates.	Please see the NTA's response to Issue 9 ir this report
NTA-C14-4336	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4363	People are entitled to drive through Blackpool.	Please see the NTA's response to Issue 9 ir this report
NTA-C14-4364	No gates. People are entitled to park outside their front doors.	Please see the NTA's response to Issue 9 ir this report
NTA-C14-4365	 No bus gates. No one way streets. No one way streets. Save Blackpool of Dublin Hill business. No to diverting traffic towards Blackpool Shopping Centre from Dublin Hill Grotto. Traffic from Dublin Hill factories will have to come through our residential areas to access North Link, no to this as it will make it dangerous for pedestrians such as children 	Please see the NTA's response to Issue 9 ir this report
NTA-C14-4366	 No bus gates. No to diverting traffic towards Blackpool Shopping Centre from Dublin Hill as the junctions at the shopping centre get back logged already. Save Blackpool businesses. Traffic from Dublin Hill factories will have to come through residential areas to access the north link. very dangerous for kids. 	Please see the NTA's response to Issue 9 ir this report
NTA-C14-4367	No to bus gate. Must maintain access to Blackpool and surrounding area.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4368	 No bus gates. No bus gates. No to diverting traffic towards Blackpool S.C from Dublin Hill Grotoo as thw junctions in this area are already heavily congested. Save Blackpool businesses. No to diverting traffic from Blackpool up Dublin Hill and through residential areas. There is a very high volume of traffic in this area as it is and increase in traffic will make it very unsafe for pedestrians, especially for children. 	Please see the NTA's response to Issue 9 in this report
NTA-C14-4368	 No bus gates. No to diverting traffic towards Blackpool S.C from Dublin Hill Grotoo as the junctions in this area are already heavily congested. Save Blackpool businesses. No to diverting traffic from Blackpool up Dublin Hill and through residential areas. There is a very high volume of traffic in this area as it is and increase in traffic will make it very unsafe for pedestrians, especially for children. 	Please see the NTA's response to Issue 21 i this report
NTA-C14-4369	As a resident of Gerald Griffin Street. I would have grave reservations about the proposed parking restrictions on Great William O'Brien Street. Parking is impossible on Gerald Griffin Street and the new plan will significantly worsen the situation.	Please see the NTA's response to Issue 13 this report
NTA-C14-4370	No bus gates. No one way streets. No to parking spaces being taken away.	Please see the NTA's response to Issue 9 i this report
NTA-C14-4371	No bus gates. No to one way. No parking being taken.	Please see the NTA's response to Issue 9 i this report
NTA-C14-4372	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4337	Keep loading bays and parking. No to closure of road for buses only.	Please see the NTA's response to Issue 13 i this report

NTA-C14-4373	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4374	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4375	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4376	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4377	This has the potential to stop my business. Access for delivery and customers.	Please see the NTA's response to Issue 8 in this report
NTA-C14-4378	No bus gates on Watercourse Road or Spring Lane end or Brewery Road. Traffic access on Wtaercourse Road must be maintained.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4378	No bus gates on Watercourse Road or Spring Lane end or Brewery Road. Traffic access on Watercourse Road must be maintained.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4379	No bus gates on Watercourse Road or Spring Lane end. Traffic access to Watercourse Road is important to residents and business.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4380	 No bus gates. Save Blackpool businesses. Traffic from Dublin Hill factories will come through own residential areas to access the north link. Very dangerous for our kids and pedestrians in the area. 	Please see the NTA's response to Issue 9 in this report
NTA-C14-4338	Keep as two way system. Keep parking areas. Do not close for the use of buses only.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4339	Keep road operating as is through traffic. Keep parking and loading bays as is.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4340	Leave Watercourse Road and Blackpool for traffic not just buses. Leave parkig spaces and loading bays to save business.	Please see the NTA's response to Issue 9 in this report
NTA-C14-4341	I would like to see Blackpool roads left how they are. I would like traffic to be able to continue to use this roads and also have an option to park along this area.	Please see the NTA's response to Issue 25 in this report
NTA-C14-4342	Will affect visiting family in Blackpool.	Please see the NTA's response to Issue 1 in this report
NTA-C14-2470	Parking needed in Blackpool also two way traffic needed. We don't need bus gates.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2471	Two way traffic to stay in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2479	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2481	No to bus gates. No to parking spaces being taken away. No to one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2482	No one way streets in Blackpool. No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2524	No to parking spaces taken away. No to bus gates.	Please see the NTA's response to Issue 13 in this report

NTA-C14-2527	Don't ruin Blackpool by taking away our parking spaces and making it one way.	Please see the NTA's response to Issue 13 ir this report
NTA-C14-2528	Blackpool says no to bus gates and no to taking away our parking spaces.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2529	As a resident of nearby Fairhill and somebody who uses Blackpool village and Shopping Centre on a daily basis, I believe the implementation of bus gates in Blackpool village will have a disasterous effect on the traffic flow, resident parking and business owners alike.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2540	No bus gate. Support local business. Listen to us. Cannot access area.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2539	No bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2542	I work in St Francis Gardens, Respond. In order for me to get to work I need to drive on Thomas Davis Street otherwise I will be late for work. I have to do a school run before work. It's going to be a complete disaster. I also get my hair done in Sweetness Hair and Beauty as I like to support local business in the area and this may not be possible if the bus corridor goes ahead.	Please see the NTA's response to Issue 9 ir this report
NTA-C14-2543	Disaster for local businesses. No bus gate.	Please see the NTA's response to Issue 8 in this report
NTA-C14-2544	I'm living in Blackpool all my life. My mum still lives in Blackpool. This will ruin the old Blackpool, ruin local businesses. No parking as it is. I am against it on behalf of my mum and locals.	Please see the NTA's response to Issue 25 i this report
NTA-C14-2545	Closing off the area of Blackpool would build up traffic in other areas. I also need to be able to drive to work as I live far away and don't have a bus route to work, it would be cutting out business for local businesses and would take out a major popularity for Blackpool. No bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2546	Closing off the road in Blackpool will cause businesses to lose out on their consumers easy access therefore will result in businesses suffering a loss. Also, I need to be able to access work and park in close proximity to work. It would cause a lot of traffic in other area. No bus gate.	Please see the NTA's response to Issue 8 in this report
NTA-C14-2547	No bus gate. I use this route multiple times each day. This is the route I use for the following: - access daily to work, my son's groups shopping in Blackpool accessing multiple businesses on this road on a daily basis.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2548	No bus gates. No one way please. Save employment.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2549	No bus gates. No one way streets. Blackpool stays two way.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2550	No bus gates. No one way streets. Blackpool stays two way.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2551	No bus gates. No one way streets. Blackpool stays two way.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2552	No gates for the bus. One way streets no! Two way system stays please.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2553	No bus gates. No one way streets. Blackpool stays two ways.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2554	No bus gates or one way.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2555	No bus gates. No one way streets. Blackpool stays two way.	Please see the NTA's response to Issue 9 i this report

NTA-C14-2556	No bus gates. No one way streets. Blackpool stays the same.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2557	No bus gate. No one way street. Blackpool needs to stay two way.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2559	No bus gate. No one way street. Blackpool needs to stay two way.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2560	No bus gates in Blackpool. Business needs to survive.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2561	It's my way to work every day and I would need this way otherwise I have a lot of work to do to get to work. Also local businesses need this for parking and so that their business does not miss out.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2563	I'm a client of Sweetness. If you make this a bus lane and cycle lane it will destroy all the small businesses in Blackpool with no access. I think it's a disgrace what you are trying to do.	Please see the NTA's response to Issue 8 i this report
NTA-C14-2564	I'm a client of Sweetness. If you make this a bus lane and cycle lane it will destroy all the small businesses in Blackpool with no access. I think it's a disgrace what you are trying to do.	Please see the NTA's response to Issue 8 i this report
NTA-C14-2565	Complete disaster for all local businesses, unacceptable. No bus gate.	Please see the NTA's response to Issue 8 i this report
NTA-C14-2566	Listen to the people of Blackpool. We don't want this.	Please see the NTA's response to Issue 14 this report
NTA-C14-2567	Won't be able to access local area. Terrible idea. No bus gate.	Please see the NTA's response to Issue 2 i this report
NTA-C14-2568	Closing this road would severely impact my ability to reach my local salon as due to a back injury I routinely cannot walk to or from bus stops and rely on driving up to outside the door. Closing this road off would negatively impact the choices of people with physical conditions which isn't reasonable when we are trying to create a more accessible society.	Please see the NTA's response to Issue 2 i this report
NTA-C14-2570	No bus gate. If this goes ahead I will be unable to travel to work. Every business will be affected.	Please see the NTA's response to Issue 9 this report
NTA-C14-2571	No bus gate.	Please see the NTA's response to Issue 9 this report
NTA-C14-2572	Do not do this it's bad. People will have nowhere to park when going to work. No bus gate.	Please see the NTA's response to Issue 13 this report
NTA-C14-2573	No bus gates.	Please see the NTA's response to Issue 9 this report
NTA-C14-2574	Please keep traffic two way all through in Blackpool. No to bus gates in Blackpool. Don't remove loading bays and street parking.	Please see the NTA's response to Issue 9 this report
NTA-C14-2575	 No to bus gate in Blackpool. No to single lane traffic. Keep two ways traffic all through Blackpool. No to removal of street parking and loading bays. 	Please see the NTA's response to Issue 9 this report
NTA-C14-2576	 No removal of street parking and loading bays in Blackpool. No to bus gates in all Blackpool. Keep two ways traffic in all Blackpool. 	Please see the NTA's response to Issue 13 this report
NTA-C14-2577	No to bus gates.	Please see the NTA's response to Issue 9 this report
NTA-C14-2578	No to bus gates.	Please see the NTA's response to Issue 9 this report

NTA-C14-2579	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2580	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2581	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2582	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2583	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2584	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2585	No bus gates. No one way streets. Save business and employment in Blackpool. Build up in traffic on Dublin Hill. Taking away parking spaces.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2587	I totally disagree with stopping cars going through Blackpool. 1st. Traffic congestion. 2nd. Elderly - how are the elderly meant to get picked up by family members. Especially older people who are not mobile. 3rd. Small business will be affected big time.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2588	No to bus gates in Blackpool. No street parking removal and loading bays in Blackpool. No to single way traffic in Blackpool. Keep two ways traffic in all Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2590	No to bus gates. No one way streets. More traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2591	Reason - traffic congestion road network not set up for this.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2594	Disgrace. We need to be able to drive our cars through Blackpool. Elderly need to be collected. Small business will be affected.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2595	No to bus gates. More traffic on Dublin Hill. Less parking in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2596	Please keep Blackpool. The wonderful village and area it is. Crazy thinking all round.	Please see the NTA's response to Issue 25 in this report
NTA-C14-2597	How are the elderly supposed to get around.	Please see the NTA's response to Issue 14 in this report
NTA-C14-2598	Objecting to traffic not being allowed to go through Blackpool. We have a duty of care to look after our elderly and small businesses in this area.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2599	I object simply because it will affect the old and young. You already took their local post office.	Please see the NTA's response to Issue 14 in this report
NTA-C14-2600	I object because I live in the area and it was altered so many times in the past which only made it worse.	Please see the NTA's response to Issue 25 in this report
NTA-C14-2601	We need to be able to drive our cars through the main street of Blackpool. It will cause loads of problems for traffic congestion, elderly and businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2602	Cars cannot be stopped from driving through Blackpool village. Businesses will be affected. Jobs will be lost. Elderly will suffer.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2603	To change the flow of traffic through Blackpool going in one direction will result in huge traffic congestion. As it is, to go from Dublin Hill to access North Ring Road by Dunnes Blackpool, you must go through 5 sets of traffic lights. This results in chaos on our roads at peak times. I urge you to put some serious thought into how this will affect people going to work and schools. Blackpool is becoming a no go area at night time and becoming an eyesore	Please see the NTA's response to Issue 9 in this report
NTA-C14-2604	due to urban sprawl and urban decay. To close the road through Blackpool does not sound like a great idea. It will push traffic through residential areas of the northside. Farranee and the Glen which will cause traffic jams in those areas. This will delay time to get children to school and people to work. Old residents will not be able to get family member to collect them for hospital appointments.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2615	 No to removal of street parking and loading bays in Blackpool. No to bus gates in Blackpool. No to single ways traffic. Keep two way traffic all through Blackpool. 	Please see the NTA's response to Issue 13 in this report
NTA-C14-2617	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2619	No bus gates. No one way street.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2620	No bus gates. No one way street.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2620	No bus gates. No one way street.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2622	No bus gates. No one way street.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2625	No bus gates. No one way street.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2627	No bus gates. No one way street.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2629	No bus gates. No one way street.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2633	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2636	No access to local business. Traffic congestion.	Please see the NTA's response to Issue 8 in this report
NTA-C14-2639	No bus gates. Traffic congestion. Access to local business.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2640	No to bus gates. No access to local businesses and local traffic will suffer.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2641	I use Blackpool daily. No to bus lanes.	Please see the NTA's response to Issue 5 in this report
NTA-C14-2642	No access to local business. No access to my GP. Traffic congestion.	Please see the NTA's response to Issue 8 in this report
NTA-C14-2643	1. Traffic congestion. 2. No access to local businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2644	No to bus gates.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2645	No to bus lanes.	Please see the NTA's response to Issue 5 in this report
NTA-C14-2646	No to bus gates in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2647	No to bus gates. Access to local business. Traffic congestion.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2648	No to bus gates. 1. It will cause huge unemployment in the Blackpool area. 2. Traffic congestion. 3. Affect the elderly.	Please see the NTA's response to Issue 14 ir this report
NTA-C14-2649	Need to use this for work in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2650	No to bus gates. Shocking for local business. Traffic jam - chaos.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2651	Gridlock in Blackpool. Bad for business.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2652	Traffic jams. Not good for local business.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2653	No to bus gates in Blackpool. Will cause more traffic and destroy local businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2654	No to bus gate in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2655	Will cause gridlock in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2656	No to bus gates in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2657	No to bus gates. 1. Traffic congestion. 2. How do I access my GP/chemist.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2686	Stop the closure of the Blackpool/Watercourse Road roads. Leave parking spaces and places for deliveries for local business.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2687	No bus gates in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2688	No Bus Connects. Save Blackpool businesses.	Please see the NTA's response to Issue 25 in this report
NTA-C14-2689	No to Bus Connects.	Please see the NTA's response to Issue 25 ir this report
NTA-C14-2690	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2691	People need to be able to drive through Blackpool to park to access services especially if they are old.	Please see the NTA's response to Issue 2 in this report
NTA-C14-2692	Residents need to be able to drive through Watercourse Road and park and drop off children to school.	Please see the NTA's response to Issue 2 in this report

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NTA-C14-2693	The restricted parking in Blackpool will make it difficult for people with old relatives to park to drop them off.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2694	No bus lanes in Blackpool as this will affect local businesses in the area that people need.	Please see the NTA's response to Issue 8 in this report
NTA-C14-2695	Placing bus gates on Watercourse Road and Thomas Davis Street will severely hamper my access to Blackpool village which I undertake everyday.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2696	I have a big problem with your plan to install bus gates on Watercourse Road and Thomas Davis Street It will be a nightmare.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2697	I work in Blackpool. Having bus gates on Watercourse Road will hinder me. A disaster.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2698	I tend to an old person on Watercourse Road. I need access everyday. Putting bus gates on Watercourse Road and Thomas Davis Street will not make this impossible.	Please see the NTA's response to Issue 1 in this report
NTA-C14-2699	No to the bus gate. Keep two way traffic through Blackpool. The bus gate would not be in the best interest of local businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2700	No bus gates. Keep two way access to Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2701	Traffic is bad enough in Blackpool without bus lanes adding to the chaos.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2703	No to bus gates. Detrimental to delivery and customer access to businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2704	No bus gate will affect my job.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2705	No bus gate would be inconvenient for our daily working.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2706	Please allow traffic to pass through. Access to Whetlands Lane Medical Centre will be much harder.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2707	As a frequent visitor to Blackpool Community Centre, Chiropodist and doctor, any disruption on my route in my senior years would be a disaster for me.	Please see the NTA's response to Issue 14 in this report
NTA-C14-2708	As an employee of T&A Building Supplies, the new plan will have a detrimental affect on our business and will lead to job losses.	Please see the NTA's response to Issue 8 in this report
NTA-C14-2709	There will be job losses in all local businesses because of the new traffic plan and the lack of parking that will result.	Please see the NTA's response to Issue 8 in this report
NTA-C14-2710	It will add additional time to my daily journey to Carrigtwohill.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2711	The proposed bus routes will add at least 20 minutes each way to my commute to my work place in Cobh.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2712	Illegible	0
NTA-C14-2713	No to bus gates. Working in area building and management so will not be able to park. I give work locals appointments.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2714	No bus gates. No one way streets. No to parking spaces being taken away.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2716	No bus gates. No one way streets. Definitely no parking spaces being taken away.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2717	No bus gates. No one way street. No to parking spaces being taken away. Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2723	No bus lanes in Blackpool as this will have a devastating affect on businesses and families living in the area.	Please see the NTA's response to Issue 8 in this report
NTA-C14-2724	Your plans to put bus gates on Thomas Davis Street and Watercourse Road will destroy Blackpool village.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2725	No to bus gates. No to one way street. No to parking spaces to be taken away.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2726	No to bus gates. No to one way street. No to parking spaces taken away.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2728	No to parking spaces being taken away. No to one way streets. No to bus gates.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2729	No bus gates. No one ways. No to parking spaces being removed.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2731	No bus gates. No one way streets. No to parking spaces being removed.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2732	No bus gates. No one way streets. No to parking spaces being removed.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2734	No to parking spaces being taken away. No to one way streets. No to bus gates.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2736	No to bus gates. No one way streets. No to parking spaces being taken away.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2737	No to parking spaces taken away. No to one way streets. No to the bus gates.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2739	No to parking spaces being taken away. No to one way streets. No to bus gates/lanes.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2740	No to bus gates. No to parking being taken away. No to one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2742	No to bus gates. No to one way streets. No to parking spaces being taken away.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2743	No to bus gates. No to one way traffic. No to taking away of parking spaces.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2744	No to bus gates. No to one way street. No to taking away parking.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2745	No to bus gates. No to one way street. No to taking away parking.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2746	No bus gates. No one way street. No parking spaces to be taken away.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2747	No to bus gates. No to one way street. No to taking away of parking spaces.	Please see the NTA's response to Issue 9 ir this report
NTA-C14-2748	No to bus gates. No to one way streets. No to parking spaces being taken away.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2749	No to parking spaces being taken away. No to one way streets. No to bus gates.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2750	No loss of parking spaces.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2751	No to bus lanes and bike lanes. No to one way streets.	Please see the NTA's response to Issue 5 in this report
NTA-C14-2752	No to bus lanes and bike lane. No to one way streets.	Please see the NTA's response to Issue 5 in this report
NTA-C14-2753	No to bus gates. No to parking spaces being taken away. No to one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2754	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2755	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2756	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2757	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2758	No please no bus gates for us.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2759	No we don't want bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2760	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2761	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2762	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2763	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2764	No to bus gates. No to parking spaces being taken away. No to one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2776	No to parking spaces being taken away. No to one way streets. No to bus gates.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2777	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2778	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2780	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2781	No bus gates.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2782	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2783	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2785	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2786	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2787	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2788	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2790	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2791	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2792	Scandalous. Rethink. No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2793	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2794	No gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2795	No to parking spaces being taken away. No to one way streets. No to bus gates.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2796	No to parking spaces being taken away. No to one way streets. No to bus gates.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2797	No to parking spaces being taken away. No to one way streets. No to bus gates.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2799	No to parking spaces being taken away. No to one way streets. No to bus gates.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2800	No to bus gates. No to one way streets. No to parking spaces being taken away.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2801	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2803	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2804	No to bus gates to city. Maintain to access two way traffic through Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2805	No to bus gates. Keep two way traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2807	No to bus gates and to maintain two way traffic access to Blackpool.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2815	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2816	Why do we need to. No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2817	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2818	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2819	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2820	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2822	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2823	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2825	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2830	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2831	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2834	No bus gates. No one way street. No parking spaces being taken.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2836	No to change in Blackpool. We want our Blackpool to stay the way it is. On street parking to stay. Two way traffic to stay. No to bus gates.	Please see the NTA's response to Issue 25 in this report
NTA-C14-2838	Keep Blackpool two way. No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2841	No to bus gates. Traffic be a disaster coming down Dublin Hill.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2844	Traffic congestion.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2846	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2848	No bus gate will affect my parents' business.	Please see the NTA's response to Issue 8 in this report
NTA-C14-2849	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2850	No to one way system. No to two bus lanes, and to be able to park outside your own property.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2853	Please no bus gates. No bus gates. This would be very bad for my business as 99% of my customers use cars to eat in my restaurant and also collect orders. I will be seeking compensation through my solicitor if this goes ahead.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2856	No to bus gates. No to parking being removed. No to one way system.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2858	No to bus gates. No to parking being removed. No to one way system.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2861	No to bus gates. No to parking being removed. No to one way streets.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2864	No bus gates please.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2867	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2869	No absolutely shocking. Won't be able to get around. Ridiculous.	Please see the NTA's response to Issue 2 in this report
NTA-C14-2872	Will not be able to access the hairdressers.	Please see the NTA's response to Issue 1 in this report
NTA-C14-2874	No to buses and parking. No to one way streets.	Please see the NTA's response to Issue 5 in this report
NTA-C14-2877	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2879	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2882	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2883	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2903	No bus gates in village.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2904	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2905	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2906	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2907	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2908	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2910	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2911	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2914	No to bus gates.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2916	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2918	Can't use public transport due to my mobility difficulty. This proposal will make going to Blackpool very difficult.	Please see the NTA's response to Issue 2 in this report
NTA-C14-2921	Will result in people having to find other ways to get to work.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2924	Morning and evening traffic will be even worse.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2926	My grandparents will be even more isolated.	Please see the NTA's response to Issue 14 in this report
NTA-C14-2929	 Cause traffic to back up on Dublin Hill, restricting the residents ability to access or exit the roads on Dublin Hill. Unduly hit businesses in the village of Blackpool and out into Dublin Street, Great William O'Brien Street, Thomas Street, Watercourse Road, O'Connel Street and Gerald Griffin Street. No to bus gates. 	Please see the NTA's response to Issue 2 in this report
NTA-C14-2931	I 100% disagree with all the flats being built. We have to visit our doctors and also what about the businesses. A one way system is not going to work.	Please see the NTA's response to Issue 25 in this report
NTA-C14-2933	I will need to find a new childminder if this goes ahead.	Please see the NTA's response to Issue 14 in this report
NTA-C14-2935	Another nail in the coffin of Blackpool. Further isolation of the people and businesses.	Please see the NTA's response to Issue 14 in this report
NTA-C14-2936	As an OAP it is difficult to get around the city with all the road changes niw Blackpool will be a challenge to get my pension.	Please see the NTA's response to Issue 2 in this report
NTA-C14-2938	Traffic is a challenge now with the traffic coming from Glanmire to avoid the Dunkettle Roundabout. This proposed is going to result in mayhem.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2939	Chemist, hearing aids, Garda, petrol station.	Please see the NTA's response to Issue 14 in this report
NTA-C14-2940	Access to hearing aids, chemist, Garda station, other businesses, bus route etc.	Please see the NTA's response to Issue 1 in this report
NTA-C14-2942	We would strongly object to the proposed Bus Connect for Blackpool. - We believe it will reduce residential and commercial parking and accessibility in the area making difficult to access local business and friends and family. We believe that the redirection of traffic would cause a bottleneck on the proposed route by the retail and Shopping Centre which is already a problem on a daily basis. - While we strongly object to this proposal we would welcome further discussion or new proposal to find a more suitable solution.	Please see the NTA's response to Issue 13 in this report
NTA-C14-2945	No to one way streets in Blackpool. Save local employment. Save local business. No to reducing parking spaces.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2946	We need Blackpool open for businesses to survive.	Please see the NTA's response to Issue 8 in this report
NTA-C14-2948	I totally disagree with removing traffic from Blackpool. Firstly the elderly. They need to be collected and dropped to shops, doctors, shops, and maybe hospital appointments. How are these people now meant to get there is cars are not allowed through Blackpool. Also if traffic gets more to other areas of Blackpool his is going to cause force traffic congestion. What about the environmental this will not help this. Cycle lanes. The amount of people who cycle is nothing compared to the amount of people who drive.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2949	I disagree with what is being proposed for Blackpool. You can not turn Blackpool into a no traffic zone. Since Patrick Street has been turned into a no traffic zone. For a few hours a day it's after becoming a ghost town, with business closing down everywhere, the same will happen to Blackpool. Blackpool is the heart of the Northside. Lose the cycle lanes and put in a tram system! Or just leave as is.	Please see the NTA's response to Issue 9 in this report

NTA-C14-2950	Totally against proposed developments of the new Bus Connect. I need to access Blackpool.	Please see the NTA's response to Issue 2 ir this report
NTA-C14-2951	Commute to my running club.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2952	Work commute.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2953	I drive this road 3/4 times a week travelling to my club Glen Roves and also to meet with friends. The planned changes will hinder my travel and will also be detrimental to local businesses.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2954	Live local and need access into Blackpool.	Please see the NTA's response to Issue 1 i this report
NTA-C14-2955	Working in Blackpool. The proposed layout will restrict my access to work and also restrict our customers access. This will reduce business and may result in job loss. Totally against this. Build a new bus road instead of blocking commuter access to the road.	Please see the NTA's response to Issue 1 i this report
NTA-C14-2956	I drive this road every day. I park for work in Blackpool and volunteer in Glen Rovers. I go up Spring Lane everyday. This will make my time travelling after work to the GAA club a lot linger/leaving kids waiting on coaches. Access to local businesses (Seamus O'Reilly's, doctors etc.)	Please see the NTA's response to Issue 9 i this report
NTA-C14-2957	I travel to my GAA club 3 times a week and collect friends for training and matches in Dublin Hill. This will cut off access to my GAA club and also local businesses.	Please see the NTA's response to Issue 2 i this report
NTA-C14-2958	Access to hearing aids and chemist. Plus local businesses.	Please see the NTA's response to Issue 1 i this report
NTA-C14-2966	Local businesses, pharmacy, Dessie Tyres, other businesses.	Please see the NTA's response to Issue 8 this report
NTA-C14-2967	Access to local businesses.	Please see the NTA's response to Issue 8 this report
NTA-C14-2968	No to one way streets. No to bus gates. No to removing parking spaces. Save Blackpool businesses and employment.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2969	No to bus gates. No to one way streets. No to parking spaces being removed. Save Blackpool businesses and employment.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2970	Preventing visitation to family.	Please see the NTA's response to Issue 1 i this report
NTA-C14-2971	No bus gates. Won't be able to access local businesses. Additional traffic congestion.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2972	Will add to traffic congestion. I won't be able to access local business. No parking if I have to drive. No to bus gates.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2973	Traffic congestion, affecting local businesses.	Please see the NTA's response to Issue 8 i this report
NTA-C14-2975	Traffic congestion from Dublin Hill and Ballyvolane for all residents! Overheight vehicles under bridge already cause enough issues for us! No access to local businesses including chemist on Watercourse Road for locals in car - longer more congested route. Traffic lights at Blackpool Shopping Centre and Dinos/Circle K jucntion are already causing delays for residents, people commuting to work and school. It cannot handle more traffic bty the new poroposal! It will be backed up to the Blackman Pub. Maybe Kilcully! Reduced parking for people working in Blackpool area.	Please see the NTA's response to Issue 9 i this report
NTA-C14-2974	I object to this proposal.	Please see the NTA's response to Issue 25 this report
NTA-C14-2976	Already heavy traffic. Already issues at lights by Shopping Centre and Dinos. Lack of access to the businesses.	Please see the NTA's response to Issue 9 this report

NTA-C14-2977	Traffic congestion, local business will be affected.	Please see the NTA's response to Issue 8 in this report
NTA-C14-2978	Drop kids to local GAA club. Parents drop off for minding kids. Local businesses.	Please see the NTA's response to Issue 2 in this report
NTA-C14-2979	Access to my local pubs. Access to friends in Maddens Buildings. Won't be able to park. Access to local GAA club. Access to local businesses.	Please see the NTA's response to Issue 2 in this report
NTA-C14-2980	Access to mass. Access to buses/drive and park/can't park now. Local businesses.	Please see the NTA's response to Issue 2 in this report
NTA-C14-2981	Access to work. Access to mass. Access to friends (local publicans). Local businesses.	Please see the NTA's response to Issue 2 in this report
NTA-C14-2982	Traffic affected. Businesses affected which we need.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2983	Too much traffic, affecting local business.	Please see the NTA's response to Issue 8 in this report
NTA-C14-2984	Traffic hugely affected. Buisness affected. Object to this proposal.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2984	Traffic hugely affected. Business affected. Object to this proposal.	Please see the NTA's response to Issue 8 in this report
NTA-C14-2985	Traffic congestion, access to business in the area will be affected.	Please see the NTA's response to Issue 8 in this report
NTA-C14-2986	 The idea of making Watercourse Road and Thomas Davis Street one way will greatly add to an already congested area around Blackpool Shopping Centre and Retail Park. To get from Dublin Hill (which is already congested as it is) to Watercourse Road you will be diverted to a congested area ie: diverting the amount of traffic in a congested area. This makes no sense, will lead to people sitting in cars for longer (more green house gases), will divert people through an additional 5 sets of traffic lights which in turn will impact on economic activity in the area. Please see sense and supercede this proposal that is not workable and more complex. 	Please see the NTA's response to Issue 9 in this report
NTA-C14-2987	 I regularly use the Thomas Davis Street access from Dublin Hill to drive my elderly parents to their GP Surgery. I took the route today in non peak traffic and it added an additional 15 minutes to our journey. My fear here is that you are now adding 15 mins in non peak journeys and 30 minutes in peakjourneys times which will be detrimental to the area. I would also like to add on numerous occasions at non/peak times at Brother Delaney Road traffic lights are green and traffic is at a standstill due to a builf up of traffic ahead on the next set of traffic lights on N20 Road (by Dinos) as you having traffic coming from Dunnes Stores/Blackpool Shopping Centre and Blackpool Retail Park. I have been stuck in congested traffic for periods of time due to traffic unable to move forward as they would be obstructing yellow box junction. This is not suitable for this area. 	Please see the NTA's response to Issue 9 in this report
NTA-C14-2988	No to bus gates. Unable to access local businesses by own transport. Traffic congestion on other residential roads due to road closure for public use and commuting to and from work and school. Lack of safety as less transport/cars on road. Made feel safer when others are around whether its cars or people.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2989	I will not be able to access Blakcpool which is of major concern to me.	Please see the NTA's response to Issue 2 in this report
NTA-C14-2990	Lack of access to place of work. Negative impact on local businesses.	Please see the NTA's response to Issue 1 in this report
NTA-C14-2991	Access to Watercourse Road, Hearing Aid Centre, everything in Watercourse Road.	Please see the NTA's response to Issue 2 in this report
NTA-C14-2992	Impact on Community ie: business and traffic congestion.	Please see the NTA's response to Issue 14 in this report

NTA-C14-2993	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2995	Preventing visitation to family.	Please see the NTA's response to Issue 1 in this report
NTA-C14-2996	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-2998	Preventing visitation to parents.	Please see the NTA's response to Issue 1 in this report
NTA-C14-3000	Preventing family visitation to grandparents.	Please see the NTA's response to Issue 1 in this report
NTA-C14-3001	No bus gate will affect my job.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3027	No bus gate will affect my parents business.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3029	Affects access to my job.	Please see the NTA's response to Issue 2 in this report
NTA-C14-3030	No bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3032	No bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3033	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3035	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3036	Question 4 - as a resident of Blackpool, ie: Thomas Davis Street, I question the position of bus gate at foot of Dublin Hill. I have many years experience of living in areas other than Blackpool and such projects traditionally not successful. Question 8 - no consideration appears to be given to increase in human activities due to new apartments in area, a good planning procedure, is that the folk in this responsability, walk this once. Thank you.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3037	I am objecting to all changes especially to the 207A bus being taken. My parents live in Dublin Hill for 48 years and now at the age of 78 and 79 their public transport is being changed so they now have to walk 20 minutes to a bus stop as they do not drive. With underlying medical conditions and with public transport always at their doorstep I find this totally unacceptable. On cold wet days its a huge walk for them.	Please see the NTA's response to Issue 6 in this report
NTA-C14-3038	We object to the 207A bus route being taken. Currently the bus stops on Dublin Hill 5 min walk from our door - and would have to walk 20 minutes and 207 or 203 bus we do not drive so we rely on public transport. I'm aged 78, my husband is 79. I sufeer with COPD, asthma, bronchitis, and this has a very significant impact on me. I dread already the winter days if I have to walk 20 mins on icy paths/rainy cold days as I'm prone to infections regularly which in turn I end up as impatient being treated for re-occurant infenctions. To say we are very upset about these changes is an understatement.	Please see the NTA's response to Issue 6 in this report
NTA-C14-3038	We object to the 207A bus route being taken. Currently the bus stops on Dublin Hill 5 min walk from our door - and would have to walk 20 minutes and 207 or 203 bus we do not drive so we rely on public transport. I'm aged 78, my husband is 79. I suferr with COPD, asthma, bronchitis, and this has a very significant impact on me. I dread already the winter days if I have to walk 20 mins on icy paths/rainy cold days as I'm prone to infections regularly which in turn I end up as impatient being treated for re-occurant infenctions. To say we are very upset about these changes is an understatement.	Please see the NTA's response to Issue 12 in this report
NTA-C14-3039	No parking makes business/residence unsustainable.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3040	I strongly object to the plan for promoting private vehicles from accessing this area as no parking will have a detrimental affect on businesses and residents in these areas.	Please see the NTA's response to Issue 8 in this report

NTA-C14-3042	I wish to object to implementation of the plan prohibiting private vehicles parking in this area. No parking will make the day to day running of businesses impossible.	Please see the NTA's response to Issue 13 in this report
NTA-C14-3044	I strongly object to the plan for prohibiting private vehicles from accessing the roads in this area. This will have a detrimental effect on both residents and businesses in these areas.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3046	No to bus lane.	Please see the NTA's response to Issue 5 in this report
NTA-C14-3048	No to bus lanes.	Please see the NTA's response to Issue 5 in this report
NTA-C14-3049	No to bus lane.	Please see the NTA's response to Issue 5 in this report
NTA-C14-3050	No to bus lane.	Please see the NTA's response to Issue 5 in this report
NTA-C14-3053	No to bus lane.	Please see the NTA's response to Issue 5 in this report
NTA-C14-3054	Not in favour.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3056	Not in favour.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3058	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3060	No way to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3065	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3070	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3071	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3074	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3076	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3079	Not practical.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3080	 No to bus gates in Blackpool. No removal of set downs, loading bays and off street parking. Keep traffic two-way, all through in Blackpool. 	Please see the NTA's response to Issue 9 in this report
NTA-C14-3082	No bus gates. No one way streets. No to parking spaces being taken away. Save local employment. Save businesses in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3086	No one way streets. Save local jobs. Save parking spaces. No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3091	Keep traffic two way through Blackpool.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3093	 No to bus gates in Blackpool. No removal of set downs, loading bays and off street parking. Keep traffic two way, all through in Blackpool. 	Please see the NTA's response to Issue 9 in this report
NTA-C14-3095	No to bus gates in Blackpool. Keep Blackpool two way.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3096	Two way traffic only in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3098	Keep Blackpool two way traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3099	No to bus gate. Keep Blackpool two way.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3122	Keep two way traffic in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3124	As someone who regularly uses Blackpool I can't see any sense in the proposed new bus route through Blackpool. It's a senseless proposal clearly put together by someone who doesn't know the area or took the time to do adequate research.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3125	No bus gate	Please see the NTA's response to Issue 9 in this report
NTA-C14-3127	No bus gate	Please see the NTA's response to Issue 9 in this report
NTA-C14-3128	No bus gate	Please see the NTA's response to Issue 9 in this report
NTA-C14-3130	No to bus gate. Not good for local business and elderly people I feel will suffer also.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3131	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3159	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3161	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3162	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3163	No to Bus Connect (gate)	Please see the NTA's response to Issue 9 in this report
NTA-C14-3165	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3166	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3169	What's proposed will have a huge impact on our residential street. Since Spring Lane was closed to one way our estate has become a main road with hundreds of cars. We have young children and this road is used with excess speed daily. We as residents have been forgotten about to all these plans. Every other village like Douglas, Ballincollig have had investment. These plans will finish local businesses in Blackpool with many job losses its already derelict. Where have all the local businesses been offered support in all this? How do elderly or disabled walk through the village? With no car excess.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3170	Traffic is busy as it is in Dublin Hill but if it's stopped down end of hill will make it even busier going through estates which is a tight road as it is. Aswell what will happen to the businesses in Blackpool if we need to buy or get things there and need our cars to get there. I object to this going forward.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3178	I don't want this to go through as I use this road to commute to work and for late night pharmacy if kids get sick and it will put too much traffic up Dublin Hill area and I object to this going ahead.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3179	No to bus gates in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3180	No bus gates. No to one way street.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3181	Would like a suitable route that works for the area.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3182	Save Blackpool and Dublin Hill businesses. Save local employment.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3183	No bus gates. Maintain two way traffic in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3185	No to bus gate. Must retain access to Blackpool and surrounding areas.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3186	No to bus gate. Maintain access to Blackpool area.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3188	No one way streets. This will kill Blackpool village.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3190	Not in favour.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3191	Road too narow for bus lanes. Blackpool does not need bus gates blocking main thoroughfares. Blackpool village will suffer as a result of these bus gates.	Please see the NTA's response to Issue 6 in this report
NTA-C14-3193	No one way street. No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3194	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3195	Local employment is more important than one way systems. This plan would destroy Blackpool's many businesses and cost local jobs.	Please see the NTA's response to Issue 14 in this report
NTA-C14-3196	No bus gates, will affect local business and turn other routes into rat runs.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3197	No bus gates. No one way streets. No parking spaces taken away. Save Blackpool and Dublin Hill. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3199	No bus gates. No one way streets. No parking spaces taken away. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3200	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3202	No bus gates. No one way streets. No parking spaces taken away. Save Blackpool and Dublin Hill. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3203	No one way streets. Keep parking spaces. I'm a community worker and I need to be able to drive and park in Blackpool/Dublin Hill to access vulnerable people that live in area who need assistance. I would not be able to fulfil this role if it was buses only (or respond to emergencies).	Please see the NTA's response to Issue 9 in this report
NTA-C14-3205	No bus gates. Save and protect jobs. Save Blackpool business and local employment.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3207	No bus gates. No one way streets. No parking spaces taken away. Save Blackpool and Dublin Hill. Save local employment.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3208	Stupid idea makes absolutely no sense.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3210	It will close down a lot of small businesses in Blackpool. It will cause a lot of traffic in the Dublin Hill area. Save local employment.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3211	No to buses. Save our village. Don't shut down our local shops. Dublin Hill will be a disaster for traffic.	Please see the NTA's response to Issue 5 in this report
NTA-C14-3212	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3269	Parking for residents and business interests being taken away from them. Have a bit of common sense.	Please see the NTA's response to Issue 13 in this report
NTA-C14-3270	Destroying Blackpool area. No one way systems, bus and cycle lanes please. We live in a democracy and not a dictatorship. Don't do this.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3271	No bus lanes as this will affect businesses and people living in the area.	Please see the NTA's response to Issue 5 in this report
NTA-C14-3272	Bus lanes not acceptable due to access to businesses in the area.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3273	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3274	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3276	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3277	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3279	No bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3280	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3281	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3303	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3356	This proposal should not go ahead due to traffic congestion and loss of jobs and businesses in local area.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3357	No bus gate through Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3358	Absolutely no to bus gates. Two way traffic access to Blackpool to continue.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3360	No to the bus gates. Keep two way traffic.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3363	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3364	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3365	No to bus gates and limited access to city.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3367	No bus gates. Access to two way traffic needed.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3368	No bus gate and keep the two way access.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3369	No bus gate and to maintain the two way access to city and no extra traffic through Hawthorn Mews.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3370	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3371	No to bus gates in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3372	No to Bus Connect Blackpool.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3373	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3376	It's busy enough as it is and would leave later for work and school.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3379	No to bus gates. Traffic congestion to local businesses. Hazard to pedestrians. Will create huge parking issues.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3380	No to buses.	Please see the NTA's response to Issue 5 in this report
NTA-C14-3381	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3383	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3385	No to the bus lanes.	Please see the NTA's response to Issue 5 in this report
NTA-C14-3386	No to bus gates in Blackpool will cause unnecessary traffic and cause chaos. It will destroy local businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3388	No to bus gates in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3389	No to bus gate and save local businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3391	No to bus gates in Blackpool, it will cause unecessary traffic and will destroy local businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3398	No to bus gate in Blackpool.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3399	Will cause upheaval in Blackpool.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3401	Will have to leave my wife early every morning in order to get to work earlier - a disgrace no help.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3402	A hazard to pedestrians. Too much traffic.	Please see the NTA's response to Issue 21 in this report
NTA-C14-3403	No to bus gate in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3553	No to bus gate in Blackpool.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3555	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3556	No to bus gates. Very bad for local businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3558	Will destroy local business in Blackpool. Will cause chaos from Dublin Hill and grid lock in Blackpool Shopping Centre, back enough as it stands. NO TO BUS GATE IN BLACKPOOL.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3560	No to bus gates in Blackpool. Will only cause more traffic and affect local businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3562	No to Blackpool bus gate. This will cause disruption to local businesses and cause more traffic jams.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3564	Blank	Please see the NTA's response to Issue 25 in this report
NTA-C14-3565	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3567	No to change in Blackpool traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3569	No to bus gate and one way traffic in Blackpool. It will destroy local business and cause more disruption to city traffic. There is enough commotion with traffic as it is!	Please see the NTA's response to Issue 9 in this report
NTA-C14-3570	No to bus gates in Blackpool. Will cause chaos and more traffic. It will destroy local businesses.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3571	Support this petition as it will affect business for all vendors based in Blackpool. Firmly against banning traffic.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3573	Keep Blackpool buses open. No to no parking spaces.	Please see the NTA's response to Issue 13 in this report
NTA-C14-3574	Couldn't work.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3575	No to the proposed plans. Too much traffic will be diverted, will make Blackpool a bottleneck.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3576	No to bus gate as will cause effect to local businesses of Blackpool and surrounding areas. Not necessary.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3577	No to bus lanes/gate. Too much congestion affecting local businesses.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3578	As a resident of Hawthorn Mews with two children, we have enough traffic using this estate to get from Blackpool to Ring Road. We are a residential street not fit for purpose with what's proposed to happen. This increases the risk to our children and also to our property. We park on both sides of the road which now also increases the chance of damage to our cars which has happened many times. The current ramps do not make any single car slow down. It's an accident waiting to happen. Blackpool village also needs to remain as it is. We support local business closing off car access will finish these businesses off.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3579	No to the bus corridor.	Please see the NTA's response to Issue 5 in this report
NTA-C14-3580	No to the bus corridor. No to the car parking.	Please see the NTA's response to Issue 5 in this report
NTA-C14-3581	Terrible plan which will be detrimental to long standing businesses in Blackpool: New Furniture Centre, Sheamus O'Reilly Garage, T+A. No to bus gates. Must be a better alternative.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3582	Cause traffic on Dublin Hill I need to go to my doctors.	Please see the NTA's response to Issue 1 in this report
NTA-C14-3583	It would impact terribly on the local customers and businesses who have been relying for years of quick and easy access and all ammenities and would ruin the village atmosphere which is a star attraction to shop locally in Blackpool.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3585	This will affect my regular business as we take customers on this road to local bakery business.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3587	Disruption of businesses.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3588	Disruption to business.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3590	What is this going to do in Blackpool. No need to go to this extreme. Totally against it.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3592	Close off my access to Blackpool fror business.	Please see the NTA's response to Issue 2 in this report
NTA-C14-3593	Can't access Blackpool due to disability.	Please see the NTA's response to Issue 2 in this report
NTA-C14-3595	Can't access Blackpool without my car due to disability.	Please see the NTA's response to Issue 2 in this report
NTA-C14-3597	Blackpool is going to become a disaster zone with bus gates - absolutely no planning properly and ideas. No accountability for any disasters incurred! Make the bus routes and more route available before making and enforcing stupid ideas without proper infrastructure.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3599	I come to Blackpool every week to buy fish from Dennehy and cake from Heelys Bakery. My mother also is in her 70's, and comes to these shops every week. Need to keep access open to cars to support local businesses.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3600	It would affect local businesses in the local area. It could lead to the loss of jobs and could lead to bankruptcy.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3601	Be careful, loss of parking and businesses have to survive, either support them or we lose them. Keep it safe and sustainable, but kind the local shop!	Please see the NTA's response to Issue 13 in this report
NTA-C14-3602	Proposal does not take into consideration any business in the area during the day.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3603	I want to be able to get access to Blackpool, as the cake shop is somewhere I go. See my mum a lot. And just let Blackpool alone.	Please see the NTA's response to Issue 2 in this report
NTA-C14-3604	Blackpool has always had a family feel. The cake shop, mass, dry cleaners. I live in Dublin Hill, Ballyvolane area.	Please see the NTA's response to Issue 14 in this report

NTA-C14-3605	Because traffic will come down the Commons Road.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3606	Do not close - sites way too many businesses, confectionary, nail, supermarket, cleaners, garage, church and chemist.	Please see the NTA's response to Issue 8 in this report
NTA-C14-3607	There are no buses from Ballyvolane to Blackpool How do we get in and out if its blocked off.	Please see the NTA's response to Issue 5 in this report
NTA-C14-3608	I use my car coming to work.	Please see the NTA's response to Issue 1 ir this report
NTA-C14-3609	If bus gates are put in how are people supposed to access the village by car to collect, drop off, utilise businesses in the area. We have 3 delivery trucks 3 days a week, and need to be able to get deliveries out. It does not make sense the 5% of the population that this is for makes 90% suffer. There is no accountability for the paper suppliers making these decisions. I am aware that they would have to justify their overpaid, under worked jobs. Cork is built on life and city areas are being destroyed for 5% - NTA and city council need to discuss this properly.	Please see the NTA's response to Issue 2 in this report
NTA-C14-3610	The 207A bus operates via Dublin Hill providing a vital service for residents to access the Blackpool Shopping Centre complex for groceries, post office, pharmacy etc. Dublin Hill is one of the longest and steepest hills in Cork city. It is a mature area with a significant % of residents aged 70 and over. Removing the bus service on Dublin Hill will prevent many residents of the Dublin Hill and surrounding area from accessing local services as many have mobility issues which prevent them from walming up and down Dublin Hill. Removing the 207A from Dublin Hill will remove a lifeline for many older residents. The 207A route is more than a bus service. It is a social outlet for many older people who otherwise might be confined to their homes. Elderly people suffered more than any other group of people during Covid lockdowns, suffering isolation and loneliness due to the lack of social contact. Nobody with a knowledge of the topography of the Dublin Hill area would recommend temoving a vital bus service on Dublin Hill. Zero consideration appears to have been given to how older or younger peope with mobility issues are to treach the proposed new bus route. Proposed new number to route from CUH to Blackpool (every 10 minutes). CUH is based in the busiest area of Cork city with daily gridlock due to traffic congestion. When it rains in Cork, car use increases exponentially. No bus will reach Blackpool from the CUH in 50 minutes. More like 60 minutes plus. Again no local knowledge applied.	Please see the NTA's response to Issue 6 ir this report
NTA-C14-3610	 The 207A bus operates via Dublin Hill providing a vital service for residents to access the Blackpool Shopping Centre complex for groceries, post office, pharmacy etc. Dublin Hill is one of the longest and steepest hills in Cork city. It is a mature area with a significant % of residents aged 70 and over. Removing the bus service on Dublin Hill will prevent many residents of the Dublin Hill and surrounding area from accessing local services as many have mobility issues which prevent them from walming up and down Dublin Hill. Removing the 207A from Dublin Hill will remove a lifeline for many older residents. The 207A route is more than a bus service. It is a social outlet for many older people who otherwise might be confined to their homes. Elderly people suffered more than any other group of people during Covid lockdowns, suffering isolation and loneliness due to the lack of social contact. Nobody with a knowledge of the topography of the Dublin Hill area would recommend removing a vital bus service on Dublin Hill. Zero consideration appears to have been given to how older or younger peope with mobility issues are to treach the proposed new bus route. Proposed new number to route from CUH to Blackpool (every 10 minutes). CUH is based in the busiest area of Cork city with daily gridlock due to traffic congestion. When it rains in Cork, car use increases exponentially. No bus will reach Blackpool from the CUH in 50 minutes. More like 60 minutes plus. Again no local knowledge applied. 	Please see the NTA's response to Issue 6 ir this report
NTA-C14-3613	I am employed in the Great Wall Chinese Restaurant and cannolt see how the business will continue if there are no cars allowed through Blackpool. Our collection takeaway would be our biggest sale, Blackpool is made up of retail and residential. The retail business wold suffer in changing to a bus corridor.	Please see the NTA's response to Issue 6 i this report
NTA-C14-3614	How do I get in and out of Blackpool for work.	Please see the NTA's response to Issue 1 in this report

NTA-C14-3616	Dublin Hill is one of the longest and steepest hills in Cork city. There are a lot of elderly people living in estates on the hill who use the bus service every day to travel to the city centre and local supermarket. Many of these people have mobility issues and need the bus on Dublin Hill to help bring their groceries home. Removing the bus from Dublin Hill will effectively deny these people access to Blackpool Shopping Complex, including post office and chemist etc. Removing this route will have a regressive effect on the public service.	Please see the NTA's response to Issue 6 in this report
NTA-C14-3617	We don't want change to traffic flow through Blackpool, no to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3619	No access to Blackpool as it isWhat's blocking up the place going to do?	Please see the NTA's response to Issue 1 in this report
NTA-C14-3620	No bus gates please.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3622	No to the one way system. No to the bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3625	No to gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3626	No to gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3628	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3630	Please no bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3639	Need bus for going to Blackpool. No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3640	No to gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3642	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3643	No to the bus corridor. No to the parking.	Please see the NTA's response to Issue 6 in this report
NTA-C14-3644	No to Bus Connects.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3646	The bus corridor that you want to make, will make it impossible to go and come in Blackpool. It will be impossible to go down or up Dublin Hill which is a busy area vital for people living in the area.	Please see the NTA's response to Issue 5 in this report
NTA-C14-3648	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3650	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3652	No accesss for old people. No gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3653	We don't want bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3655	No to bus gates.	Please see the NTA's response to Issue 9 in this report

NTA-C14-3657	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3659	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3661	No bus gates wanted. No cameras.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3662	No bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3664	Note to Bus Connect.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3666	Please re-design.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3668	Please re-design.	Please see the NTA's response to Issue 25 in this report
NTA-C14-3669	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3670	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3671	No to gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3672	No to bus gates.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3673	Cause traffic to back up on Dublin Hill restricting the residents ability to access and exit the roads on Dublin Hill.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3674	There is no allocation for set down or disabled parking areas again reducing access for the elderly or those with mobility issues.	Please see the NTA's response to Issue 13 in this report
NTA-C14-3675	Keep Blackpool buses open. No to parking spaces.	Please see the NTA's response to Issue 5 in this report
NTA-C14-3676	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3677	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3678	No to bus gate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-150	I object to the new proposed bus connect plan in Blackpool. It will drive all traders and any sort of life we have left out of Blackpool! Keep it a 2 way system and leave our on street parking for residents. It will leave a massive congestion of traffic on smaller roads such as the commons road, which is already too narrow as is! Adding a 1 way system is absolutely ridiculous when considering resident's who need to travel to work, or families who need to drive their kids to school etc, adding 30mins onto journeys. The bus connect will drive local businesses out, leaving Blackpool like a ghost town and a magnet for anti social behaviour	Please see the NTA's response to Issue 8 in this report
NTA-C14-3746	I think everyday life in Blackpool village and surrounding areas is going to be greatly affected in a negative way by these plans. People need to have access to the GP surgery near Spring Lane, and the Launderette. Are ill people expected to walk to the Surgery or carry 3 or 4 bags of washing to the Launderette. Businesses are going to be financially affected.	Please see the NTA's response to Issue 14 in this report

BusConnects Cork STC C – Blackpool to City DRAFT Preferred Route Options – Public Consultation Report (Mar 2023 – May 2023)

NTA-C14-3749	Long story short, this proposal isn't practical. Blackpool Village is hanging on by a thread since the bypass & this ridiculous route will finish it completely. As a resident I am furious that I may no longer be able to drive down through Blackpool from Dublin Hill, a route I use daily. This & spring lane. I don't think much of this proposal & I hope others feel the same & a new solution sought. Thank you.	Please see the NTA's response to Issue 9 in this report
	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-3751	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-3755	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
NTA-C14-3733	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-3757	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
NTA-C14-3759	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre	Please see the NTA's response to Issue 9 in this report

	roads.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	
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	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-3760	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-3762	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
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NTA-C14-3764	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	Please see the NTA's response to Issue 9 in
NIA 614-3/04	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	this report

	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	
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	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-3765	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
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	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-2178	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
NTA-C14-2176	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	
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	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-3767	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	

	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
NTA-C14-3770	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N2O and Shopping Centre roads. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in this report
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NTA-C14-3775	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3778	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road. Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	Please see the NTA's response to Issue 9 in this report
NTA-C14-3782	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	Please see the NTA's response to Issue 9 in this report

	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	
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	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-3785	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
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NTA-C14-3788	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
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	Hardcopy submission. Summary: Objection to the bus gate located on Thomas Davis Street and Watercourse Road, as it will cause traffic to travel onto the N20 and Shopping Centre roads.	
NTA-C14-2179	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	

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NTA-C14-2180	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion on Dublin Hill, restricting residents access to the roads there.	Please see the NTA's response to Issue 9 in
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	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause traffic congestion at the Shopping Centre junctions.	this report
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as the closure of Blackpool to traffic will lead to rat runs in Hawthorn Mews, Thorndale and Glen Heights Road.	
	Objection to the bus gate located on Thomas Davis Street and Watercourse Road as it will cause congestion on Ballincollie Road to access the N20.	
NTA-C14-4329	Hardcopy submission. Summary: Concern with traffic congestion	Please see the NTA's response to Issue 9 in this report
NTA-C14-781	STC C - I support the proposals for Blackpool and would encourage continued communication with residents and traders after the formal consultation period to identify further practical improvements. I believe the public realm investment and re-orientating of Blackpool towards the community and local businesses, by reducing through	The NTA welcomes this positive feedback.
	traffic, will benefit the village for those living and doing business there.	
	STC C - The new bus network will bring substantially more public transport through Blackpool and therefore the village needs to be prioritised for public transport — otherwise it will be a	
NTA-C14-781	bottleneck for the whole network and adversely affect the reliability of services for residents of	Please see NTA response to Issue 5.
	the area.	
	STC C - The bus gates in Blackpool village should use raising bollards so as to be clearer and prevent	
NTA-C14-781	inadvertent fines being issued to motorists. This is a concern for traders and how fines might	Please see NTA response to Issue 5.
	affect the image of the village.	

NTA-C14-781	STC C - The upgraded public realm should ensure that disabled parking is included and maintained at central locations.	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 C - To further assist with maintaining vehicular access to the village, it may be possible to re-work the junction of Watercourse Road and the N20 near Madden's Buildings so as to allow vehicles to turn right at this junction onto the N20 towards the city centre, which is currently restricted.	Please see NTA response to Issue 3.
NTA-C14-781	STC C - The proposed modal filter at Spring Lane is very welcome and will prevent rat running that is a current and significant problem for residents there. This would become worse without this measure.	The NTA welcomes this positive feedback.
NTA-C14-781	STC C - Measures should be the taken to prevent rat running at Hawthorne Estate as a result of restrictions at the junction of Dublin Hill and Redforge Road. A HGV restriction on Dublin Hill should be placed after the IDA site on Dublin Hill towards Blackpool village so that large vehicles are not directed towards the restrictions (and railway bridge), which will require a hairpin manoeuvre.	Please see NTA response to Issue 3.
NTA-C14-781	STC C - The junction of Upper Dublin Hill and Lower Dublin Hill should be re-designed so as to encourage traffic away from Lower Dublin Hill. Motor traffic destined for the city centre should instead be encouraged to travel Lower Dublin Hill, the upgraded Ballyhooly Road and the North Ring Road.	Please see NTA response to Issue 3.
NTA-C14-781	STC C - A mobility hub should be considered for people travelling by car for part of their journey from the hinterland north of the city in the area of Dublin Hill.	Please see NTA response to Issue 3.
NTA-C14-827	I live along the proposed Blackpool route and rely primarily on my bicycle as a means of transport. This can be outright dangerous on sections of road which are not currently serviced with bike lanes.	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.
NTA-C14-1023	Loss of bus routes and replacement bus routes: There is uncertainty surrounding the loss and replacement of designated bus routes that work well. Highlighted in particular is the 207A bus route (STC C) which is relied upon by older people in the locality to access essential services.	Please see NTA response to Issue 6. 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: https://busconnects.ie/cork/busconnects- cork-new-busnetwork/. 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.
NTA-C14-1058	STC C - It is proposed that bus priority will be provided through several different measures such as bus lanes, bus gates and traffic signals. Bus priority at the southern end of the N2O is to be delivered using bus lanes and traffic signals. The Cork Metropolitan Area Transport Strategy identified Blarney as a key location on the future Core Radial Bus Network interacting with the future N/M2O and suburban rail	Please see NTA response to Issue 3

	services at Stoneview. We consider it is important that any further stages of network development put additional definition on opportunities to maximise integration opportunities with the N/M20 Cork to Limerick Project.	
NTA-C14-1059	Plans for Blackpool will increase the flow of traffic down a mainly residential street, Great William O'Brien St.	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	There are concerns about access to Blackpool Community Centre, Blackpool Church and that the plans will further undermine the life of Blackpool village.	 Following a review of the designs within Blackpool, bus gates are no longer proposed on STC C. The updated proposals focus on using traffic calming, and signal priority techniques to encourage through-traffic to use major routes instead of travelling through the Blackpool area. Furthermore, STC C provides the opportunity to make public realm improvements. Opportunities to provide new or enhanced green and/or community spaces will be carefully considered to improve public amenity along the routes. These opportunities will be discussed with resident groups to ensure they meet the needs of the Blackpool community.
NTA-C14-1059	Small business traders in Blackpool village have already suffered to the benefit of the mainly larger chains in Blackpool Shopping Centre and this plan will tend to worsen that situation further.	Following a review of the designs within Blackpool, bus gates are no longer proposed on STC C. The updated proposals focus on using traffic calming, and signal priority techniques to encourage through-traffic to use major routes instead of travelling through the Blackpool area.
NTA-C14-1059	Residents in areas adjacent to Blackpool have raised concerns about the effects on their daily commutes of the 2 bus gates, which will mean no car traffic during key commuting times.	 Following a review of the designs within Blackpool, bus gates are no longer proposed on STC C. The updated proposals focus on using traffic calming, and signal priority techniques to encourage through-traffic to use major routes instead of travelling through the Blackpool area. Furthermore, STC C provides the opportunity to make public realm improvements. Opportunities to provide new or enhanced green and/or community spaces will be carefully considered to improve public

		amenity along the routes. These opportunities will be discussed with resident groups to ensure they meet the needs of the Blackpool community.
NTA-C14-1116	Blackpool to City We have serious reservations about the feasibility of this corridor and the potential negative impact on the local community and businesses	Noted. Please see NTA response to Issue 8
NTA-C14-1204	STC C: Blackpool to City The STC extends north of Blackpool Shopping Centre on Brothers Delaney Road to MacCurtain Street where it will integrate with the MacCurtain Street Public Transport Improvement Scheme. We support the proposed STC; however, given the projected timeframe of 2025-2030 for the construction of the STCs it is suggested consideration should be given to integrating the route with the proposed re-opening of Blackpool/Kilbarry Rail Station – one of the core proposals within the Cork Metropolitan Area Transport Strategy 2040 (CMATS).	Noted. Please see the NTA's response to Issue 3

Appendix B. Responses to General Submissions

Reference	Statement	NTA Response
NTA-C14-2	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.
NTA-C14-31	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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-567	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.
NTA-C14-567	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.
NTA-C14-567	From a planning and policy side, the current iteration of the BusConnects plan is at odds with the National Investment Framework for Tranport in Ireland, the National Development Plan, the Climate Action Plan, the Regional Spacial 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. 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 prioirty 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. 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.
NTA-C14-567	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.	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 Siochána. 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.
NTA-C14-567	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.	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.
NTA-C14-567	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	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

	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.	modal shift for the corridor. 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.
NTA-C14-567	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.	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.
NTA-C14-569	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.	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.
NTA-C14-569	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	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.

	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.	
NTA-C14-569	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.
NTA-C14-37	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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-569	From a planning and policy side, the current iteration of the BusConnects plan is at odds with the National Investment Framework for Tranport in Ireland, the National Development Plan, the Climate Action Plan, the Regional Spacial 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. 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 prioirty 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. 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.
NTA-C14-569	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

	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.	progresses. With regards to policing of bus gates, enforcement of compliance with these measures will be a matter for An Garda Siochána. 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.
NTA-C14-569	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.	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.
		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.
NTA-C14-569	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.	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.
NTA-C14-569	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	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

	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 tranport 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.
NTA-C14-581	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.
NTA-C14-581	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. 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-C14-594	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.
NTA-C14-627	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.
NTA-C14-627	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

	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.
NTA-C14-45	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 & Chriost 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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-638	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.
NTA-C14-673	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.
NTA-C14-673	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.
NTA-C14-673	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.

	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.	
NTA-C14-673	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.	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.
NTA-C14-701	 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. 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 be made i.e. It has been decided without all required information to do so. The proposed left-turn ban on to 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. Finbar'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. Much of the layout is contrary to DMURS principles with significant visual widening and loss of trees from locations where they are required. 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. 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 mitigat	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 capacity will not increase. All journeys throughout the Scheme area will still be possible, some with a slight increase in distance. 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. 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 location where bus gates are proposed. Access will be maintained for emergency vehicles along the Proposed Scheme. An Environmental Impact Assessment Report (EIAR) will be prepared fo 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 projecte air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bore Pleanála in their assessment of the Scheme.

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.	
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?	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 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 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.
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.	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.
	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
	the adjacent Bus Gate. The removal of parking along Boreenmanna and its likely impact on adjacent areas is also of particular concern. 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?

		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 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.
NTA-C14-781	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: • The re-opening of a Blackpool railway station (under the Cork Area Commuter Rail programme) • The Northern Distributor Road • A P&R at Blarney, as part of the Cork–Limerick scheme	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.
NTA-C14-781	It will be very important for clarity and adherence that bus gates are enforced through automatic rising bollards as opposed to camera enforcement.	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.
NTA-C14-51	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 . 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	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.
NTA-C14-51	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.	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.
NTA-C14-51	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.
NTA-C14-51	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, particulary where connecting services are being provided.
NTA-C14-797	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.
NTA-C14-797	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.
NTA-C14-797	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 whist maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate.
NTA-C14-810	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.
NTA-C14-812	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

		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.
NTA-C14-52	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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-812	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.
NTA-C14-827	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.
NTA-C14-834	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 flowinto 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
NTA-C14-64	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:

		https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-838	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.
NTA-C14-854	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.
NTA-C14-854	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.
NTA-C14-854	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. 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.

NTA-C14-854	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.	BusConnects is a key part of the Government's polices to improve public transport and to address climate change in Ireland's major urban centres. As a result of providing aditional 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 folloiwng NTA website - https://busconnects.ie/cities/cork/ . Details of the current proposals will be displayed and available at the forthcoming Public Consultation events being held in November 2023. A detailed parking and loading survey will be undertaken to support the next stage of design.
NTA-C14-856	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.
NTA-C14-2	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.
NTA-C14-66	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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-856	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.
NTA-C14-856	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

	unconscionable and the fact this project is being pitched as eco-friendly just adds salt to the injury.	 balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes. At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the 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.
NTA-C14-856	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?	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.
NTA-C14-856	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 disproportionally affects the elderly, people with mobility issues and parents with small children.	 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. 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.
NTA-C14-116	Buses should be fitted with cameras and fixed fines set for cars seen in the bus gates, bus stops and bus lanes.	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.
NTA-C14-858	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.	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.

NTA-C14-858	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.
NTA-C14-858	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.
NTA-C14-858	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 od the consultation designs.
NTA-C14-859	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.
NTA-C14-866	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.
NTA-C14-866		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.
	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: 1. Pedestrians 2. People on bicycles 3. Busses 4. Other motorised vehicle traffic (cars, HGVs etc)	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.
		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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including impacts on Population, Human Health and Biodiversity.
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
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.
 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: Provision of new and upgraded signalised pedestrian crossing facilities along the route to include tactile paving; New mid-block pedestrian crossings in appropriate locations including at between the safety of the safet
 bus stop locations; Provision of footways where none are currently present and increasing footpath widths in some locations where widths are currently substandard; and Raised, continuous footways across side roads. 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.
NTA-C14-866	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 then to rely on inadequate NTA guidelines for active travel design.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C14-870	All routes Where are the set-down places for cars to drop people off/pick up? Especially around schools? Are the buses to travel only on these corridors? Why is there no orbital corridor proposed?	BusConnects is a key part of the Government's polices 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. 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. More information on the BusConnects Cork can be found at the following NTA website - https://busconnects.ie/cities/cork/. Details of the current route proposals will be displayed and available at the forthcoming Public Consultation events being held in November 2023. A detailed parking and loading survey will be undertaken to support the next stage of design.
NTA-C14-889	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.
NTA-C14-134	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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-889	I am disappointed that the second round of consultantion 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.

NTA-C14-889	I believe this scheme is not the best iteration and you should have stuck with the first suggestion. Bowing to public pressure has lead 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.
NTA-C14-889	I would like to see all trees reinstated, with increased tree planting and establishment of green corridors where possible	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. 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.
NTA-C14-928	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.
NTA-C14-949	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.
NTA-C14-949	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.

	required improvements in public and active transport, while making private car journeys quite frustrating.	
NTA-C14-949	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 o 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.
NTA-C14-137	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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-972	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.
NTA-C14-972	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. 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.
NTA-C14-972	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.

NTA-C14-972	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.
NTA-C14-972	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 https://www.cycling- embassy.org.uk/dictionary/entrance-kerb	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.
NTA-C14-972	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.
NTA-C14-972	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 though 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. 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.
NTA-C14-972	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.

NTA-C14-986	Broadly supportive of the overall scheme.	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
NTA-C14-986	Combined changes in phase 1 will water down the overall plan so that the stated bus frequency/reliability goals aren't achievable	 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. 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.
NTA-C14-141	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.	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.
NTA-C14-986	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.	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 Pleanala to approve the Proposed Scheme and to confirm the associated CPOs, expected to take place between 2024-2025. An Bord Pleanala 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 commense on a

		phased basis with each corridor upgrade taking up to 2 years to complete, giving the 2028-2030 dates.
NTA-C14-986	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.
NTA-C14-986	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 polices 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 servic, and to enhance the potential for cycling by providing safe infrastructure for cycling. More information on the BusConnects Cork can be found at the folloiwng NTA website - https://busconnects.ie/cities/cork/. Details of the current route proposals will be displayed and available at the forthcoming Public Consultation events being held in November 2023.
NTA-C14-986	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 opprotunties to integrate and connect new cycleway infrastucture to other areas, including greenways, and future planned schemes. Similalrly, we will continue to engage Bus Eireann and to inform them of the views received from the public in relation to requested bus improvements.
NTA-C14-997	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.
NTA-C14-997	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.

NTA-C14-998	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.
NTA-C14-1000	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.
NTA-C14-1000	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.
NTA-C14-1000	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.	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. 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.

NTA-C14-145	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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-1000	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.
NTA-C14-1000	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.	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. 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.
NTA-C14-1000	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.
NTA-C14-1000	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.
NTA-C14-174	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.

NTA-C14-1000	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.
NTA-C14-1009	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.
NTA-C14-1009	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.
NTA-C14-1009	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.
NTA-C14-1010	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.
NTA-C14-1010	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.

NTA-C14-185	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	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. 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.
NTA-C14-1010	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.
NTA-C14-1020	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.	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. 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. 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 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.
NTA-C14-1020	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.	 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 which provide a safer environment for cyclists. additional pedestrian crossings provided at junctions and bus stops to better cater for desire lines. footways provided for across the Scheme, where possible, including in areas where there is currently no footway provision, and increased footway widths where possible. 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-C14-1020	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.	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. 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-C14-1023	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.
NTA-C14-1023	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.
NTA-C14-1023	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.
NTA-C14-253	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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-1023	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.	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.
	arboriculturist to assess the accurately quantified durin	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.

NTA-C14-1023	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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-1024	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.
NTA-C14-1024	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. 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.
NTA-C14-1024	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.
NTA-C14-1024	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.
NTA-C14-1028	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.
NTA-C14-253	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

		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.
NTA-C14-1038	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.	 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. BusConnects is a key part of the Government's polices 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 servic, and to enhance the potential for cycling by providing safe infrastructure for cycling. More information on the BusConnects Cork can be found at the folloiwng NTA website - https://busconnects.ie/cities/cork/.
NTA-C14-1038	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.	The statement outlines proposals for banning the sale of private vehicles. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C14-1048	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 hugh 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.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-1049	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.	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.

NTA-C14-1049	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.
NTA-C14-1049	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.
NTA-C14-1053	Cork Cycling Campaign welcomes provision of much improved cycle infrastructure in the Bishopstown area, and in particular the provision segregrated 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.
NTA-C14-5	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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-254	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.
NTA-C14-1055	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.
NTA-C14-1055	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.

	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.	
NTA-C14-1058	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.
NTA-C14-1059	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.
NTA-C14-1059	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.
NTA-C14-255	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.
NTA-C14-1059	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
NTA-C14-1059	We urge real engagement with all communities about the impacts of Bus Connects in their area.	The NTA notes this response. 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

		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.
NTA-C14-1059	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.
NTA-C14-1059	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.
NTA-C14-1059	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.
NTA-C14-1059	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. 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.
NTA-C14-255	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.
NTA-C14-1059	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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		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.
		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.
		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.
NTA-C14-1063	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.	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.
		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

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		cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.
NTA-C14-1065	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.	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 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. 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 impacts, including impacts on Population, Human Health and Biodiversity. 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 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.

		 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. 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: Provision of new and upgraded signalised pedestrian crossing facilities along the route to include tactile paving; New mid-block pedestrian crossings in appropriate locations including at bus stop locations; Provision of footways where none are currently present and increasing footpath widths in some locations where widths are currently substandard; and Raised, continuous footways across side roads. 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 cycle track to the footway to ensure that the kerb is
NTA-C14-256	I think it looks good	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.
NTA-C14-1066	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.	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.
NTA-C14-1089	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	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

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	would need to be properly enforced, and I worry that they would be abused by car users instead.	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.
NTA-C14-1089	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.	 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. 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.
NTA-C14-1091	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.	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 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.
		 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. 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. 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. 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: Provision of new and upgraded signalised pedestrian crossing facilities along the route to include tactile paving; New mid-block pedestrian crossings in appropriate locations including at bus stop locations; Provision of footways where none are currently present and increasing footpath widths in some locations where widths are currently substandard; and Raised, continuous footways across side roads. 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 cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.

NTA-C14-1107	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. 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	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.
NTA-C14-1116	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.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-1116	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	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.
NTA-C14-1116	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. We believe the proposals should include upgrade to John O'Callaghan Park and placemaking in Glanmire village to encourage recreation in the area We would raise some concern that there are no proposals to reduce traffic on the Lower Glanmire road We would request consideration of the extension of the Northside orbital route through Glanmire	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-257	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	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. 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.
NTA-C14-1119	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. 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.	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.
NTA-C14-1119	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.	 The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes. At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.

NTA-C14-1119	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	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. 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.
NTA-C14-1119	At present there is only one Park & Ride facility in Cork. The Cork Metropolitan Area Transport Strategy) includes plans for Park & Ride which should be fast tracked to install Park & 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.	Park and ride facilities are being explored as part of the overall BusConnects programme but forms a separate project to the Sustainable Transport Corridors. 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. Details on this project can be seen here https://busconnects.ie/cities/cork/cork-new-park-ride-sites/
NTA-C14-1123	(CMATS) includes plans for Park & Ride which should be fast tracked to install Park & Ride facilities at	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.
NTA-C14-1132	all strategic entrance points to the City. This would actually help get people out of their cars – assuming	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.
NTA-C14-1134	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	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.

	surrounding temperature, and are self-maintaining - all positive aspects for our generation.	
NTA-C14-1135	 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. We have those issues today in 2023 and with the city expected to double in the next 30 years, we desperately need this infrastucture today so we can avoid some of the issues troubling Dublin 	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.
NTA-C14-1153	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 aneed to do a lot more to protect urban trees as part of the overall Bus Connects project We need a comprehensive urban greening plan as part of these proposals. In conclusion, I again welcomethe spirit of the Bus Connects plan overall and the STC proposals. However, there is a need to furtherimprove on the meagre tree planting scheme proposed. A truly comprehensive, well-informedtree planting programme that goes above and beyond what is already there is necessary and desirable to ensure that the provision of infrastructure for sustainabletransport does not cause the unsustainable removal of urban trees and the overall degradation of the urban realm	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.
NTA-C14-1162	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.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-257	There has been new entrances provided to tramore park including the bridge over the link which are 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. Their is a tunnel under the road which could connect to the park this way.	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.
NTA-C14-1167	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.	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.
NTA-C14-1176	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.
NTA-C14-1180	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.
NTA-C14-1235	Public transport is a priority to meet our climate targets and also to avoid potential fines from the EU. 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.
NTA-C14-1239	 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. Personally, I would like to see more cycle lanes and better bus routes across the city overall in order to better connect Cork. Cars choke cities, and a better, more reliable, and sustainable public transport system is desperately needed for the country to meet its climate goals. 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.
NTA-C14-1247	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.

NTA-C14-1256	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. 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.	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.
NTA-C14-260	I am very much in favour of more dedicated bus and cycling 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.
NTA-C14-1256	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 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.	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. 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.
NTA-C14-1265	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. This scheme has been clearly well thought out, and considered many aspects during the process, and it has my full 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.
NTA-C14-1266	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). 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. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.

	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.	
NTA-C14-1266	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.
NTA-C14-1267	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.
NTA-C14-1269	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.
NTA-C14-1271	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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-1272	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. 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. Cork is a rapidly growing city and this project is necessary for this growth to occur responsibly. Bus gates are a compromise with the unreasonable and should be reversed to the original plan. Without this transport plan Cork will decline economically and become a far worse place to live.	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.

	Cycling increases when routes are safer. Buses become more popular when they are reliable. This plan is vital to a better future for Cork.	
NTA-C14-1273	Tramore Valley Park 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. Their is a tunnel under the road which could connect to the park this way. 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. Also please connect the planned Bandon railway planned improvements to tramore valley park	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.
NTA-C14-1274	 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 to for our education 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. 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. 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. 	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.
NTA-C14-261	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.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.

NTA-C14-1277	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. 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. 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.	 The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whist maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. 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. The comment regarding is noted. The NTA recognise the impacts made to the communities and have taken on board the submissions made from the design proposed to minimise and/or mitigate the impact on local residents, business owners and community members.
NTA-C14-1278	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. We strongly support the overall concept of the Sustainable Transport Corridors	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.
NTA-C14-1293	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.	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.
NTA-C14-1294	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.
NTA-C14-1300	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.
NTA-C14-1300	provide at least some benefit to public transport users, pedestrians and cyclists alike. Is like to see better integration with Kent station. 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.
NTA-C14-1315	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. 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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-262	I am proposing that the 233 cork to macroom via coachford /macroom to cork via maxroom service is increased in regulairty and reliability.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-1318	 Each plan here would greatly improve the health and wellbeing of everyone in the city. 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". 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.

	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.	
NTA-C14-1320	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. 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.	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.
NTA-C14-1325	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. Our public transport system simply needs to drastically scale up as fast as possible to make Cork a desirable place to live and work.	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.
NTA-C14-1328	Very busy suburbs need frequent regular small buses as evidenced in older cities all over the world. Preserve and protect our city	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.
NTA-C14-1329	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. 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.	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 Western Road and Bishop Street, on Watercourse Road and Thomas Davis Street in Blackpool, and on the Kinsale Road 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.	
NTA-C14-1353	I support the principle of the Bus connects proposed routes.	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.
NTA-C14-1368	 Cork Cycling Campaign welcomes the provision of dedicated segregrated 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. 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. 	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.
NTA-C14-1381	I am happy bike lanes are being mostly kept in place, I still think cycle lanes should be brought through the mangala & green space should not be taken by car parks. I get it's difficult when local media & the council are somewhat against you but regressing to nimbyism will only make this city worst. 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 arround the bus due to camera quality limitations, if you want bus connects to work you need the bus gates entrance & exits to have cameras that will automatically fine if a car enters the place at the wrong time with plenty of signage.	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.
NTA-C14-1384	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	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

	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.
NTA-C14-268	This is not a very user friendly system	The NTA notes this response.
NTA-C14-1437	It is vital that all cycle lanes are protected by bollards.	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. 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 traffi volumes have been reduced using either bus gates or road closures.
NTA-C14-1452	Extensive suggestions to cycling infrastructure provided in the hard copy PDF	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 footwa to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.
		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 traff volumes have been reduced using either bus gates or road closures.

NTA-C14-1453	Concern about the removal of parking spots enabling the family to visit. Unclear area	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.
NTA-C14-1454	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.	 The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes. At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.
NTA-C14-1455	Hello a word an worries an bus connects. we are worried about the impact the road wiindining 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 Reguards James	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. 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. 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

		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.
NTA-C14-1456	I have some concerns about the ability of disabled driver accessability within this proposed bus corridor route. Disabled badge holders have been certified by a GP and processed through the Irish Wheelchair Associationas having restricted mobilty. 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? 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 àdd 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. I have written to the Tanaiste Office, Michael McGrath about this and Cork City Council and the Irish Wheelchair Association in addition.	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. 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.
NTA-C14-1458	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 . 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. Plus please have a stand along Cork Bus Company Manage the City routes , current operating company is at best extremely poor organisation.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.

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NTA-C14-1459	onsultation 1. Map is poor with little clarity as to what streets are the intended routes as shown on leaflets 2 No attempt at connection between cycle routes. There is a considerable amount being spent on the greenway from Dunkettle round about to Cobh Cross No connection from the city to this ie by dual use of foot path at Rochestown Between greenway at Mahon and Passage 3. An attempt should be made for linkages in all directions including Ballincolligh to City etc 4. It would appear that the existing cycle ways in many cases have been designed in an office and not by someone who cycles 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 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 The gated access to cycleways is so close that one has to stop to gain access Finally there should be a separate plan for cycleways clear indicating existing and proposed direction	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. 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.
NTA-C14-1460	have reviewed your plans and I wish to give my support to the proposed STCs. I think it would be fantastic!	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.
NTA-C14-12	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	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-278	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	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.

NTA-C14-1461	 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. 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 	A Strategic Trafic Model has been prepared for BusConnects Cork which identifies the potential traffic impacts associaetd 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.
NTA-C14-1462	roads network which need to be clarified. I refer to the Passage railway greenway improvement scheme. I proposed linking Cobh to the city in the past. 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. The lane may also accommodate a quad bike ambulance. 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. 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 vould provide a major facility for cruise liner passengers direct from the city from the Cobh quay on bikes, scooters etc.s This would do wonders for business in the city and allow tourists view the scenic aspect of the harbour. Motorists accessing Little Island would have an alternative. I trust the above is in order	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.

NTA-C14-306	Please rename the routes to say City Centre rather than City, like is done in Dublin	Suggestion has been noted by the NTA.
NTA-C14-315	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.
NTA-C14-315	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.
NTA-C14-315	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.
NTA-C14-316	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.
NTA-C14-316	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.
NTA-C14-316	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.

NTA-C14-331	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.
NTA-C14-338	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.
NTA-C14-14	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.
NTA-C14-349	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	Park and ride facilities are being explored as part of the overall BusConnects programme but forms a separate project to the Sustainable Transport Corridors. 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. Details on this project can be seen here https://busconnects.ie/cities/cork/cork-new-park-ride-sites/
NTA-C14-353	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.
NTA-C14-363	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.

		Cycle infrastructure on the scheme will be designed in line with the
NTA-C14-363	Bike lanes need to be fit for purpose and designed to international standards	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.
NTA-C14-363	If the choice is tree removal or parking, the parking should always be the first to go	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.
		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.
NTA-C14-364	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.
NTA-C14-370	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.
NTA-C14-373	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.
NTA-C14-373	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

		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
NTA-C14-19	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	Survey will be undertaken to support the next stage of design. 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.
NTA-C14-391	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.
NTA-C14-408	The residents of evergreen road are elderly and families- we need accessibility to safe parking, for ourselves and for carers.	 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. 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.
NTA-C14-408	Our neighbouring streets are un-safely narrow and filled already with illegal parking.	Noted
NTA-C14-414	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.

NTA-C14-419	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.
NTA-C14-420	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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-423	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.
NTA-C14-428	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.
NTA-C14-19	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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-428	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	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.
	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.	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.
NTA-C14-428	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

	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.
NTA-C14-430	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.
NTA-C14-430	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.
NTA-C14-430	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. 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. Details on this project can be seen here https://busconnects.ie/cities/cork/cork-new-park-ride-sites/
NTA-C14-430	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. 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.
NTA-C14-462	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

	regulations and laws, and efficient resource use. 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. 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. 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. 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. 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.	public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-28	Bus route 223 is over crowded, single decker and unreliable. Start 223 in Passage. Connect ringaskiddy to carrigaline and Passage through an extended 216.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.
NTA-C14-474	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.	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.
NTA-C14-475	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.	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.

NTA-C14-475	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.
NTA-C14-475	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 developmen of the Scheme that maximises the benefit to all.
NTA-C14-479	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 committee to enhancing sustainable transport in Cork whist 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, a number of sections along the route were amended in developing the PRO and a ke outcome of these design interventions is the reduced impact on existing trees wherever practicable. 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 at part of the project.
NTA-C14-479	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.
NTA-C14-479	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.

	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.	
NTA-C14-479	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.
NTA-C14-479	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.
NTA-C14-479	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.
NTA-C14-29	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.
NTA-C14-482	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.

NTA-C14-482	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.
NTA-C14-482	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.
NTA-C14-500	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: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. 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.
NTA-C14-566	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.
NTA-C14-566	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.
NTA-C14-566	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

	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.
		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.
NTA-C14-566	It is also imperative that Bus Connects is in compliance with our national and regionals 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 Spacial 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 polices 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.
NTA-C14-567	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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