



Ballincollig to City **Sustainable Transport Corridor**

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



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

BusConnects Cork

Sustainable Transport Corridor E Ballincollig to City

Preferred Route - Public Consultation Report

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1. EXECUTIVE SUMMARY

1.1 Objective of the STC

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 E (STC E) which runs from Ballincollig to the City.

1.2 Purpose of the Non-Statutory Public Consultation

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

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

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

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

1.3 Public Consultation Process for BusConnects

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 reviewed 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 resulted in a number of revisions to the Sustainable Transport Corridors (STCs). Among the changes are:

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

1.4 Second round of Public Consultation

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

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

Each of the Preferred Route Options are outlined below in Figure 1 with the Ballincollig to City route designated as Sustainable Transport Corridor (STC) E.

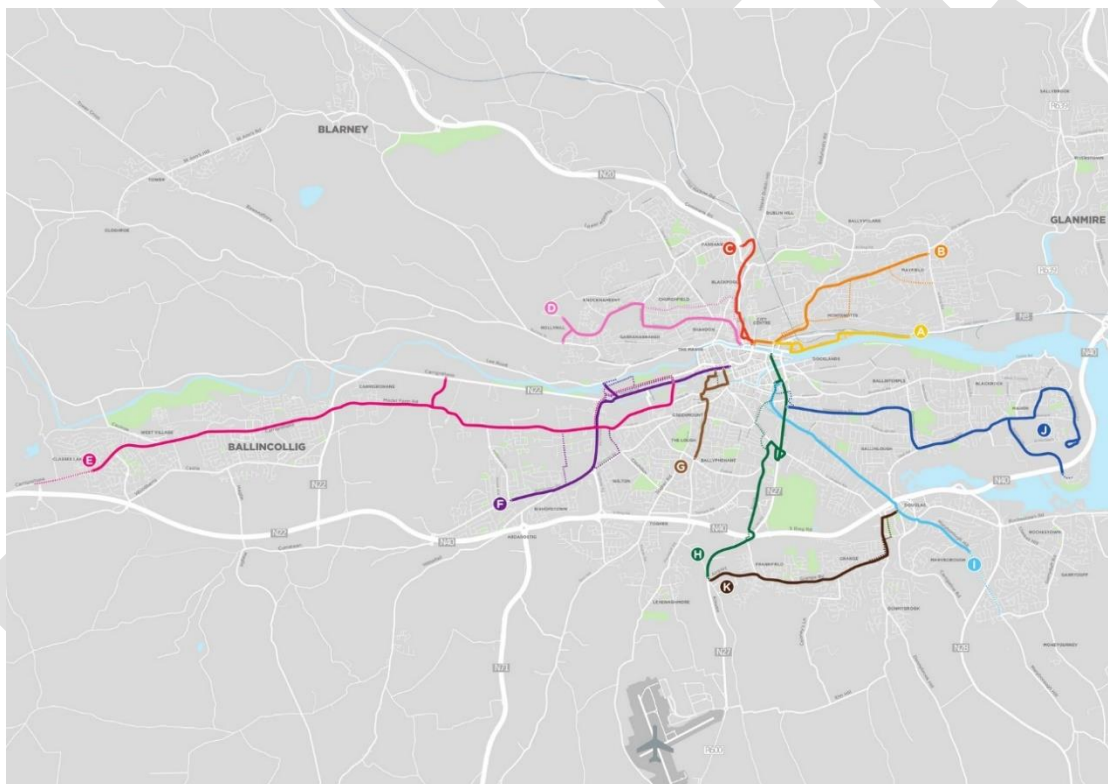


Figure 1 Sustainable Transport Corridors Preferred Route Options

1.5 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/>

1.6 Submissions Received

There were 151 submissions received relating to the Ballincollig to City Sustainable Transport Corridor (STC E). These proposals ranged from individual submissions by residents, commuters, and local representatives, to detailed proposals from public bodies, various associations, and private sector businesses.

1.7 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 proposal, while challenging other elements of the overall STC.

The principal issues raised included:

1. Alternative Proposals;
2. Potential Land Acquisition;
3. General;
4. Support for Route;
5. Bus Network Redesign;
6. General Environmental Issues & Impact on Trees;
7. Safety Concerns;
8. Cycling Infrastructure;
9. Changes to Traffic Movement;
10. Impact on property value & Issues with subsidence;
11. Impact on Car Parking;
12. Access to Properties;
13. Bus Infrastructure;
14. Health & Wellbeing; and
15. Business and Retail Impact
16. Alternative Proposals;
17. Potential Land Acquisition;
18. General;
19. Support for Route;
20. Bus Network Redesign;
21. General Environmental Issues & Impact on Trees;
22. Safety Concerns;
23. Cycling Infrastructure;
24. Changes to Traffic Movement;
25. Impact on property value & Issues with subsidence;
26. Impact on Car Parking;
27. Access to Properties;
28. Bus Infrastructure;
29. Health & Wellbeing; and
30. Business and Retail Impact

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

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2. INTRODUCTION

Consultation on the Ballincollig to City Sustainable Transport Corridor Preferred Route Option ran for a period of eight weeks between 30th March 2023 and 25th May 2023.

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

Public Information Events were held at the following locations:

- UCC Devere Hall, Ballincollig, Cork, Monday 17th April 2023.

A Community Forum Event was held at the following location:

- UCC Boole Basement, Ballincollig, Cork, Thursday 27 April 2023

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 emerging preferred route consultation brochure. Submissions could be made by post or online via <https://consult.nationaltransport.ie>

3. SUBMISSIONS RECEIVED

Overall, there were 151 submissions received that related specifically to STC E Ballincollig to City. All 151 submissions were received via the online portal.

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

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4. ISSUES RAISED IN THE SUBMISSIONS

All 151 submissions were reviewed, and the issues raised were categorised, summarised and analysed. The main issues identified during this review process are outlined below.

Theme	Frequency of Comments
Alternative Proposals	44
Potential Land Acquisition	39
Support for Scheme	33
Bus Network Redesign	28
Safety Concerns	28
Cycling Infrastructure	23
General	21
Changes to Traffic Movement	19
Impact on Trees	19
Access to Properties	13
Impact on Car Parking	12
General Environmental Issues	11
Bus Infrastructure	10
Business and Retail Impact	10
Health & Wellbeing	9
Impact on property value	8
Character and Heritage	5
Impact on Community	5
Accessibility Issues	4
Park & Ride	4
Pedestrian Infrastructure	4
Risk of Subsidence	4
Technical Data/Surveys	4
Anti-social Behaviour	3
Impact during construction stage	3
Public Information Campaign	3
Privacy	2
Other	1

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

5. SUMMARY OF THE MAIN ISSUES RAISED

This report identifies the key issues raised in the public consultation process. The NTA have established the validity of the concerns, the potential consequences for the STC corridor, and have determined how best to address these issues and /or to mitigate the impact. While a variety of matters were raised in the submissions, the top key issues stated in Section 1.6 'Submissions Received' above, are summarised below including the nature of the issue and the NTA response to it.

5.1 Issue 1: Alternative Proposals

A number of submissions raised potential alternative proposals, many regarding Model Farm Road, updates to Poulavone Roundabout, and some requesting to include the area of Killumney within the BusConnects scope.

Several submissions were received from the residents requesting that the proposed widths of footways and cycleways could be reduced, thereby minimising the impacts on adjacent land parcels, and also included a request that the NTA consider shared space options. Offline routes for cyclists and pedestrians were suggested for locations between Rossbrook Estate and the junction at Scotch Lane, as well as an offline cycle track following Carrigrohane Road rather than using Model Farm Road, to travel to Munster Technological University (MTU) and the city centre.

Some submissions requested the use of the existing partial relief road at Cork Business and Technology Park to reduce the environmental and cost implications with the new proposed link road off Model Farm Road. Some also discussed the possibility of relocating the link road further south of the existing Model Farm Road, which would eliminate the need for bus gates, and potentially reduce the land acquisition issues in this area.

A submission suggested that the proposed bus gate on Model Farm Road could commence east of Poulavone Junction diverting traffic towards the city centre via Carrigrohane Road.

Two submissions requested that the BusConnects Corridor cover the Killumney area and in particular Killumney Road.

A submission outlined the potential to provide a high-quality greenway from Model Farm Road, in the vicinity of Carriganarra Road and to the west of the former Tennis Village, connecting the local areas together. The respondent suggested that this would create a safer and more pleasant cycle route and walkway and would complement with the City Council greenways to the city.

An alternative proposal includes a small-scale slip road north of Inniscarra Junction along Inniscarra Road, in addition to the existing slipway utilised by pedestrians and cyclists to gain direct access to Innishmore lawn.

NTA Response to Issue 1:

Following a review of the public consultation submissions, the corridor was reviewed to see if alternative solutions could be adopted along the route that would address the issues raised and still meet the objectives of the corridor. This included consideration of options suggested by the public during the consultation. A summary of the main changes are listed below:

- Offline routes for cyclists and pedestrians between Hilton/Church Hill and Carriganarra Road along Model Farm Road.
- To the east of Ballincollig Town Centre at Old Fort Road (East) junction, the removal of the right turn pocket was previously proposed. This section has been redesigned to include a right turn lane to aid traffic flows at the junction.
- At Inniscarra Junction, the left slip road was previously removed. To accommodate vehicles turning left onto R608, an additional left turn lane has been added to Inniscarra Road on approach to the junction. A link road between Inniscarra Road and Innishmore Lawn had been considered, however, this would lead to considerable engineering works and land take, and the traffic data within this area suggests this would not be required.
- At this stage in the design process the proposed link road between Model Farm Road and the N22 Carrigrohane Road remains the preferred route, however further consideration will be given to the suggested alternative link road to the south of Model Farm Road between Carriganarra Road and Inchigaggin Lane.

5.2 Issue 2: Potential land Acquisition

Submissions expressed concern regarding land acquisition leading to the possible loss of gardens, driveways and boundary walls. Many submissions also mentioned the implications of safe access, privacy and security as well as changes to the aesthetic character of houses with the removal of trees and boundary walls. Some landowners expressed concern on air and noise pollution increasing as a result of traffic being moved closer to houses.

Issues regarding potential land acquisition also relate to the addition of cycle tracks and footpaths, specifically the widths proposed and the estimated usage of these facilities.

Specific submissions raised concern regarding land acquisition on Model Farm Road as the existing gradients to property driveways are steep and any widening of the existing highway could deteriorate the existing conditions, impacting accessibility to and from the property.

NTA Response to Issue 2:

Following a review of the submissions received and further analysis, a number of sections along the route have been amended as part of the design development, many of which reduce or remove the impact on adjacent properties. Within the PRO proposal, amendments have been made on certain key sections referred to in the submissions, with the following key design developments:

- Reduced land acquisition at Westcliffe estate to preserve the existing planter and vegetation.
- A reduction in footway and cycle track widths has allowed removal of land acquisition in certain areas, these being:
 - Main Street opposite Rosewood
 - Main Street by Whitehorn Drive
 - West of Hillfarm Avenue on Model Farm Road
 - West of The Manor on Model Farm Road
- Although properties are still affected to the west of Farranlea Park / Model Farm Road junction by Laurel Bank, localised narrowing has reduced the overall impact of land acquisition

- Keeping to existing conditions at St Francis Avenue and along College Road east of St Clare's Avenue, has removed land acquisition.

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.

5.3 Issue 3: Supportive of Route

Several submissions noted support for the route. Some of the specific items include improving public transport options and active travel facilities, the addition of bus gates, providing environmentally friendly efficient transport options, continuous cycle lanes and the improvement of junctions to improve safety for all users, as well as the removal of some parking in Ballincollig town centre.

Specific submissions have been made supporting the junction design at Inchigaggin Lane, the repositioning of the bus gate on College Road, the introduction of segregated cycle lanes along Mardyke Walk and Washington Street, and the re-introduction of two-way traffic.

Other submissions highlighted their support for the provision of continuous segregated cycle lanes from Ballincollig to Dennehy's Cross.

NTA Response to Issue 3:

The NTA welcomes this positive feedback and support. The NTA will continue to engage with the public through the consultation process to facilitate the development of a corridor that maximises the benefit to all.

5.4 Issue 4: Bus Network Redesign (existing concerns)

A number of submissions raised concerns over the existing local bus network and its current unreliability and infrequency, specifically at peak times. Others raised the concern that no improvements have been made to the lack of public transport service along Carriganarra Road and other areas in which new housing developments have been built or in areas where they are to be built.

Some submissions have highlighted the Bus 220 and 220X services, commenting on the appropriate location of the bus stops that are proposed at the at EMC/Dell Terminus (at the western extremity of the corridor) which are used by many employees, and secondly commenting on the removal of bus services which limits travel after 11.15pm.

Some submissions also expressed concerns for the removal of specific bus stops. A small number of submissions objected to the proposed location of bus stops close to properties stating it would increase noise and air pollution. Some submissions highlighted the lack of bus stops in Ballincollig town centre and other areas in which bus stop locations should be reviewed based on the distance between stops.

NTA Response to Issue 4:

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.

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.

With regards to bus stops, a review of bus stop locations has been carried out as part of the design development for the corridor. This exercise was carried out to optimise the performance of the bus services on the 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.

5.5 Issue 5: Safety Concerns

Submissions expressed concerns regarding road safety in relation to the corridor proposals. There is a concern that the proposed corridor widening will be in conflict with vehicles entering and leaving the carriageway to properties and businesses, which could cause safety issues where there is limited visibility. Some submissions were received from the residents suggesting that new routes and manoeuvres at junctions could prove dangerous for pedestrians and cyclists.

Some submissions raised concerns regarding interactions with the various road users, including pedestrian priority and how this may impact on safe movements made by vehicles at business premises and crossings and safety at schools, where drop-off points have been removed due to the addition of bus lanes.

Another common concern raised in the submissions related to land acquisition and how this would impact the safety at car parks for businesses with reduced turning space or those in close proximity to traffic. Landowners are concerned with visibility issues at driveways and implications of driving onto the footpath and cycle track as well as the impact new lanes would make to entering and exiting properties.

Submissions expressed concerns at Model Farm Road and College Road, as the speed of existing traffic often exceeds the designated speed limits; speeds could increase with road width widening, posing a safety concern where large numbers of pedestrians and cyclists are in close proximity.

Comments were raised regarding the lack of traffic calming at Model Farm Road and potential risks with vehicles having to turn around in peak hours, due to the bus gate, putting themselves and other road users at risk.

Other areas of concern included Inniscarra Junction with the R608 at Ballincollig, with the removal of the existing separate left-turn lane which will result in increased use of the new left-hand lane, potentially causing conflict between cyclists and cars.

Submissions raised safety concerns on Church Hill as there is no footpath on the upper section of this road heading towards the intersection with the Carrigrohane Road, which will be used by more pedestrians to use the bus service on Model Farm Road.

A suggestion was made to realign the Coláiste Choilm school entrance to improve visibility with Main Street and for the entrance to be raised to slow vehicles crossing the footpath and cycle track.

Pedestrian safety has been highlighted by various submissions regarding a need for pedestrian crossing near Mount Mercy, safe access via footpaths at bus stops in rural communities, and the implications of kerbing used to differentiate cycle tracks from bus lanes/bus stops, as they could be a trip hazard for pedestrians.

NTA Response to Issue 5:

Vulnerable road user safety has been a primary driver for the updated corridor design. General enhancements are proposed to all junctions along the route to provide a safer environment for all road users but in particular pedestrians and cyclists. There will be a provision for new and upgraded signalised pedestrian and cycle crossing facilities along the route to include tactile paving and the addition of tactile paving at all uncontrolled crossing points.

Crossing and entry treatments will be enhanced throughout the corridor aiding to entering and exiting premises.

We will continue to engage with Coláiste Choilm school to seek safety improvements for all users.

Advance signing will be provided to warn motorists about the bus gate on Model Farm Road and College Road. Increased footpath widths where widths are currently substandard and segregated cycle facilities are proposed along Model Farm Road.

As part of the next stage of the corridor development we will assess the traffic speeds along Model Farm Road and College Road, particularly where the carriageway is being widened, to determine whether additional speed reduction measures are required to be implemented (speed humps, traffic signs etc.) to ensure that traffic speeds are maintained at the appropriate levels.

Footpaths and cycle tracks are proposed at Church Hill / Model Farm Road / Hilton junction with bus stops in close proximity to the junction, to encourage safe pedestrian access to the bus stops and increase bus usage.

Details on raising entrances and kerbing will be reviewed in the next stage of the corridor development, where all designs will be rigorously assessed against all relevant design standards. In particular, vulnerable road users safety will be assessed through a Road User Audit, Road Safety Audit (RSA) and Disability Audit of the entire corridor.

5.6 Issue 6: Cycling Infrastructure

Many submissions commented on the concern of removing the existing uphill cycle lane on Donovan's Road, which currently promotes less traffic and makes for a safer route for cyclists. It has been suggested that the design is reconsidered as it provides a vital safe cycling link to College Road, protecting cyclists travelling on the significant incline.

Residents raised concerns regarding the cycle route through Model Farm Road, stating that it has hills and is currently not well used by cyclists, and that the new lanes would not increase the number of cycle users. It has been suggested that a fully segregated two-way cycle track on Carrigrohane Road would be preferred as it is a natural route and a clear desire line for many travelling to and from Ballincollig to the city, as it is flatter and a more direct route than via Model Farm Road.

Some submissions commented on the need for bidirectional cycle tracks on both sides of the carriageway, and if it would be more beneficial for the design. Respondents

stated that this would reduce the impact on residential land and removal of trees if one side of the carriageway has a proposed bidirectional cycle track and the other side has a footpath: akin to the current cycle lane on South Mall, Parnell Place or the North Quays in the city centre.

Concerns were also raised for potential conflict with pedestrians and cyclists where cycle paths are on the inside of bus stops, and to the current state of the existing cycle tracks and whether they will be improved and maintained through this corridor. One concern focused on there being no clear route for cyclists through Victoria Cross.

NTA Response to Issue 6:

The proposed bus gate on College Road by Donovan's Road, is expected to promote less traffic in this region and on Donovan's Road, making a safer route for cyclists. Donovan's Road is being proposed as a Quiet Street due to the low amount of general traffic and deemed suitable for cyclists sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes. The Quiet Street treatment would involve appropriate advisory signage for both general road users and cyclists. An additional cycle route is proposed for cyclists along Gaol Walk towards UCC which is part of the proposals of the STC F (Bishopstown to City) adjacent to this section.

By proposing segregated cycling facilities on Model Farm Road and the proposed link road, it is expected that Model Farm Road cycling users will use this route to travel to and from Cork City Centre. The route also provides a continuous cycle facility to Ballincollig. The land acquisition in this area has been reviewed, along with other options in routes and widths for facilities. The proposed cross section aligns with the objectives of this corridor, in areas there is localised narrowing to eliminate the need for CPO and a review of tree removals has been undertaken which has led to the proposed offline route for pedestrians and cyclists on Model Farm Road, opposite Carriganarra Road.

Bus stop design and junction crossings are in line with design standards and will be checked in the Road Safety Audit (RSA). Details on bus stop design and junction crossing are in line with design standards and safety concerns will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the corridor.

5.7 Issue 7: General Impact of Corridor

Submissions have requested for the bus service to serve new developments around Ballincollig, to the south of the town, Carriganarra Road and Leo Murphy Link Road. Some submissions expressed concerns about the lack of communication with the City Council or County Council and integrating the Cork light rail plans or the Council's plan for cycleways.

Some submissions raised were in relation to information previously asked, for example for similar projects that have been completed, unanswered questions/requests. The majority of the submissions had general comments on the route, providing views and potential impacts in certain areas.

Several submissions suggest removing on-street parking in Ballincollig town centre as other alternative dedicated car parks are available. The respondents stated that by retaining on-street parking spaces, the priority is given to private vehicle users.

There are concerns that BusConnects would have little benefit on the general congestion in the area, which is increased during MTU term time.

A respondent raised a comment regarding the removal of bus gates and the removal of the pedestrian bridge adjacent to the grounds of UCC and Donovan's Bridge. Some comments were raised regarding the STC name and the purpose of the corridor, and for street lighting and utility issues that need to be taken into consideration. One submission requested for an explanation of the cost of the corridor as this has remained the same yet there has been a decrease in the CPO requirements and the overall length of bus lanes.

NTA Response to Issue 7:

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.

In lieu of the new pedestrian bridge adjacent to Donovan's Bridge within the grounds of University College Cork, it is proposed to restrict vehicular movements across the bridge to one-way at a time with northbound traffic giving way to southbound traffic across the bridge. This allows footpaths to be widened to enhance pedestrian facilities across the bridge.

As part of the next stage of the corridor development we will assess the traffic movements to determine whether additional bus facilities are required. Further design development will review street lighting and utility issues.

5.8 Issue 8: Changes to Traffic Movement

A common concern raised is in regard to the bus gate on Model Farm Road. Residents on Model Farm Road, between the Poulavone Junction and Scotch Lane, are concerned that they will not be permitted to travel directly towards the city centre while the bus gate is in operation and must be diverted to the N22 Carrigrohane Road via a circulatory route through Poulavone Roundabout. However, the bus gate does not stop traffic from the N22 to access Model Farm Road and continue towards the city centre. Many submissions on the bus gate raised concerns to the traffic congestion that this may cause at Carrigrohane Road as well as Victoria Cross and Dennehy's Cross which may impact STC F (Bishopstown to City).

Some submissions commented on the removal of the right-turning lanes in the following locations:

- Old Fort Road (east gate junction)
- Station Road Junction onto Main Street (reduced right-turning lane by several metres)
- Harrington Street Junction

The submissions state that these areas, particularly Old Fort Road, take high volumes of vehicles off Main Street to employment, retail and commercial hubs. The right turn off Old Fort Road (east gate junction) also provides connectivity to Ballincollig Primary Care Centre, the Community Nursing Centre and access to four schools. Within these submissions, the respondents suggest that the area can get congested at peak times, and even prevent traffic in the left lane from continuing straight on. Some submissions also stated that this may also impact the movement of large HGV delivery trucks and cause safety issues.

Residents raised concerns on the widening of the overall corridor, which would create noise disruption at their homes. Other submissions identified congestion issues at Coláiste Choilm, whether the signalised junction at Model Farm Road / Church Hill / Hilton Estate is justified, and general comments on junction styles chosen across the corridor.

NTA Response to Issue 8:

The proposed traffic management measures, specifically the bus gate on Model Farm Road, in combination with a more reliable bus service and enhanced cycle facilities, can facilitate a modal shift for the corridor with the potential to reduce through commuter traffic. 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 precise impacts of the corridor on the surrounding road network, outside the main STC route, will be further assessed as part of the traffic modelling exercise to be undertaken as part of the Environmental Impact Assessment (EIA) process, with appropriate treatment or mitigation measures provided where necessary.

The right turn lane on Old Fort Road (east gate junction) has been reintroduced which will aid the connectivity to the schools and nursing centre in the area, as well as the junction capacity for both Old Fort Road junction and Leesdale Avenue / Leo Murphy Road junction. Although the length of the right-turn lanes at Station Road and Harrington Street junctions have been reduced by several metres, it still facilitates vehicles turning right from Main Street.

Carriageway, footway, and cycle track widths as well as junction styles are designed to the appropriate design standards. It has been noted that there are current safety concerns in the vicinity of Church Hill and therefore a signalised junction at Model Farm Road / Church Hill / Hilton Estate, will be beneficial in managing traffic in this locality.

5.9 Issue 9: Impact of Trees

Submissions expressed concerns about the removal of almost 300 trees and shrubbery across the full extents of the corridor, with some submissions specific to certain areas. Respondents stated that trees earmarked for removal that many of the trees noted to be removed add great environmental and aesthetic benefits to properties to in the area, therefore there is a concern that the trees which will replace the existing mature trees will not have the same positive impact/benefit.

Another concern raised in the submissions was that the plans do not accurately show the number of trees that require removing; if alternatives could be proposed, such as including offline routes for cycle tracks and footpaths, then trees can be retained.

Several submissions suggest that some existing vegetation and trees provide a barrier to their properties from the main roads and by removing this, noise and air pollution would increase.

NTA Response to Issue 9:

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.

A detailed topographical survey has now been used in the design, the plans reflect the number of trees that require removing, alternatives have been proposed such as an offline route for cyclists and pedestrians on Model Farm Road in the vicinity of Carriganarra Road, as well as reduced cycleway and footpath widths by Westcliffe estate along R608, to keep the existing planter and vegetation.

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.

5.10 Issue 10: Impact on Car Parking

Many of the submissions highlight private car parking issues, specifically at individual properties on Model Farm Road in the vicinity of Farranlea Road, which is a busy residential area and currently is a paid parking zone, with the subsequent impact on property value.

Several submissions highlight there is adequate parking spaces around Ballincollig town centre, and they would support removing parking on Main Street.

One submission raised concerns that removing on-street parking may have a future impact on charging spaces for electric cars, which is not conducive to incentivising green private transport choices. Another submission showed concern at reducing car park land at Coláiste Choilm school as this would negatively impact daily congestion.

NTA Response to Issue 10:

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.

Previous consultation submissions were in favour of retaining on-street parking bays and therefore, from further design reviews, the overall STC E requires the removal of 23 on-street car parking spaces.

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.

5.11 Issue 11: Access to Property

Several concerns were raised regarding access to properties due to the proposed corridor plans. One main issue raised by the submissions was the close proximity to the extended lanes and increased traffic, which would negatively impact accessing properties. One specific submission stated that there would be no boundary between the property's front door and the public footpath where a bus stop is proposed.

Other submissions expressed concerns on the existing access gradients to properties at Model Farm Road (before Farranlea Park), which would result in steeper driveways due to the extension of the BusConnects corridor width, causing accessibility issues and could make entering/exiting properties unsafe.

Some submissions raised concerns on entering and exiting properties during times of bus operations.

One submission requested further design investigation as an access by Poulavone junction is blocked, and another that a side access would be removed on Model Farm Road, which would have additional implications.

NTA Response to Issue 11:

The impact on property boundaries has been assessed further in terms of how it may affect access arrangements to properties, particularly where stepped access or steep driveways may be affected. Raising the carriageway levels (specifically at Model Farm Road) will reduce the gradients of accesses. In relation to limited or no boundaries between property front doors and bus stops, bus stop locations have been reviewed and updated to reduce conflict. It is noted that as the design progresses, and more detailed 3D models are produced, impacts on driveway gradients and access will continue to be reviewed with changes incorporated if appropriate.

Accesses at Poulavone junction and Model Farm Road have been reviewed and updated in the proposed design.

5.12 Issue 12: General Environmental Issues

Several submissions were received from residents regarding general environmental issues linked to land acquisition and the removal of trees, the implications of speeding on roads such as Model Farm Road, the potential increase of traffic flows and loss of land, leading to an increase in noise and air pollution and sleep deprivation.

One submission has requested information to justify the environmental costs or benefits of removing trees and shrubs over a short distance of 300m to widen the corridor.

Another submission is in regard to the proposed link road between Model Farm Road and Carrigrohane Road, stating it is a major intrusion on the natural environment and improves convenience to car use rather than public and active transport.

Others have concerns on the types of trees that are to replace those to be removed, including concerns over fake trees which have been used on Patrick Street, as well as the overall impact on biodiversity in the area and the impact on the EU environmental aims.

NTA Response to Issue 12:

The potential impact of the corridor will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the corridor. This assessment will include construction and operational impacts, with mitigation measures proposed as necessary. These impacts will be considered by An Bord Pleanála in their assessment of the corridor.

The project involves measures which will have positive air and noise impacts including transitioning to a zero-emission bus fleet and resurfacing of the road surface. The BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated the project will reduce localised pollution and ease congestion.

The design has been updated to preserve vegetation and trees along R608 by Westcliffe estate and along Model Farm Road where an offline footpath and cycle track is proposed. As the design progresses, the design team will review opportunities to provide additional landscaping / vegetation to replace lost habitats and increase biodiversity. A review of existing highway drainage will be undertaken as part of the corridor design with new drainage systems proposed where required including sustainable drainage where practicable.

5.13 Issue 13: Bus Infrastructure

A concern raised by several submissions relates to the location of bus stops, specifically in the vicinity of Farranlea Park by Beantown Café, in which bus stops are proposed directly opposite each other and may cause traffic issues.

Several submissions requested further information regarding what movements are permitted at the proposed bus gate along Model Farm Road and the hours of operation.

One submission has questioned the need for bus lanes in certain locations due to the existing congestion along part of R608 Old Macroom Road. Another submission suggests a bus gate by Coláiste Choilm as school traffic would otherwise block buses. There is also a concern regarding the narrowed cycle lanes by bus stops and potential pedestrian-cyclist conflict in these areas. Another comment raised the lack of a full bus island proposed at Lisheen Woods which could be improved.

NTA Response to Issue 13:

The bus stop locations in the vicinity of Farranlea Park have been reviewed and updated.

Various options for Model Farm Road and the proposed bus gate have been investigated, however, it is concluded that the proposed plans have the best outcome. The proposed bus gate on Model Farm Road will operate during the morning peak hours (for eastbound traffic) and during the evening peak hours (for westbound traffic). Traffic signage and advance warnings will be in place informing motorists of the bus gate and the hours of operation.

The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the corridor design progresses. Bus stops and their infrastructure are fully compliant with relevant design standards.

5.14 Issue 14: Business and Retail

Due to the land acquisition, off street parking would be reduced and the access to some businesses would be more difficult that would potentially prevent users going to these businesses. Also, as a result of land acquisition, some properties acting as B&B facilities, would lose part of their gardens resulting a less attractive proposition to costumers to choose them, as some of the facilities reduce their quality or standards. There is a property which is used as a business which displays its products in the front garden and any land acquisition would reduce the display area and the size of the customer car park.

NTA Response to Issue 14:

The impact on parking has been reviewed and the design proposed to minimise and/or mitigate the impact on local 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.

5.15 Issue 15: Health and Wellbeing

Many residents and locals are concerned on the impact the corridor will have on their health and wellbeing, specifically due to the reduction in the distance between properties and traffic. Submissions have stated this would increase noise, air, and light pollution, negatively affecting residents and disturbing sleep. Other items raised in the submissions relate to an increase in stress levels as residents and business owners do not know how much the corridor will affect/impact their properties resulting from land acquisition, safety concerns, and impact of property value.

NTA Response to Issue 15:

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.

APPENDIX A
RESPONSES TO INDIVIDUAL SUBMISSIONS

Draft

Reference	Statement	NTA Response
NTA-C14-4	Concern over the lack of bus stops in Ballincollig town centre. Demand for a new bus stop to be introduced just before or after the turn off for Station Road.	Please refer to Section 4.4
NTA-C14-18	Concern in change of pedestrian design - pedestrian bridge alongside Donovan's Bridge has been replaced with widened footpaths.	Please refer to Section 4.7
NTA-C14-18	Operation of Bus Gates in our vicinity of Model Farm Road in place of a bus lane. Requires sufficient enforcement otherwise it risks other vehicles using the bus gate.	Please refer to Section 4.13
NTA-C14-21	Concern on alignment, specifically ascend/descend on hill by Eden Hall. Suggest offline bridge between Rossbrook estate and the junction at Scotch lane. Bridge by Eden Hall and Inchigaggin lane to be utilised by pedestrians, cyclists and residents.	Please refer to Section 4.1
NTA-C14-26	Overall, I'm happy with the route. The only change I can suggest is the commencing stop that is proposed here. Instead of the start just above N22 Ovens junction I would stay with the current stop (used by bus 220X) named EMC/Dell Terminus. The reason I would stay with the current commencing stop is that there are many Dell employees that travel by bus 220 or 220X in different hours. I also use this stop (EMC terminus) for work commuting.	Please refer to Section 4.4
NTA-C14-27	Concern of removal of Bus 220. Limited if any buses from city to Douglas after 11.15pm.	Please refer to Section 4.4
NTA-C14-39	Considering new estates and new housing - concern it's a missed opportunity to not extend bus connectivity to this area. General comment about improving bus network	Please refer to Section 4.4
NTA-C14-41	Propose bus stop along Carriganarra Road and improve the overall local bus network.	Please refer to Section 4.4
NTA-C14-41A	Concern with reduced car parking spaced which would be resolved with providing as much convenient bus services as possible	Please refer to Section 4.10
NTA-C14-46	No boundary between front door and public footpath and a new bus stop is proposed for right between our front entrance - which will result in noise and foot traffic issues. Safety concern with steps directly outside the front door where bus stop is proposed (steps not shown on plans). Proposal of retaining existing bus stop to be retained (10-20m away).	Please refer to Section 4.11
NTA-C14-46	Removal of parking spot by house. What is your response to the impact on us and what options do you propose we avail of instead?	Please refer to Section 4.10
NTA-C14-56	Issues relating bus route to Cork city travelling through Model Farm Road, past Denny's Cross, towards Lough before the city. Prefers more 220X bus routes.	Please refer to Section 4.4
NTA-C14-63	Concern over the removal of almost 300 roadside trees.	Please refer to Section 4.9
NTA-C14-135	I am hoping that this proposal goes ahead as it will improve public transport options and active travel facilities.	Please refer to Section 4.3
NTA-C14-142	There is currently a lack of public transport service along the Carriganarra road in Ballincollig which is not addressed in the proposed route. This is disappointing given the significant level of new housing developments along this road in recent years and more planned.	Please refer to Section 4.4
NTA-C14-144	Issues with the reliability, frequency and accuracy of real-time information of the current 220 and 220X bus routes	Please refer to Section 4.4
NTA-C14-157	I can understand and appreciate the need for cycle lanes but they in themselves are of concern for anyone planning to cross the road while walking as cyclists come at speed and are not necessarily aware of traffic and walker issues.	Please refer to Section 4.5
NTA-C14-157	On purchase of this house in the 60s, my parents were informed that any road widening in the future would be on the left hand side and therefore would not impact or damage our front garden. These suggested plans show impact on my front garden, front wall and driveway, which is on a slope.	Please refer to Section 4.2
NTA-C14-157	Concerns with exit from driveway from a slope, which will be more acute unless the road is raised. How will this impact on wheelchair access in the future? How will it impact on safe exit?	Slopes to driveways and accesses will be assessed at the next stage in further detail, where in which design standards and guidance will be followed. In particular, vulnerable road users safety will be assessed through a Road User Audit, Road Safety Audit (RSA) and Disability Audit of the entire route.
NTA-C14-160	On Map # 15 I propose that the common area of the junction is significantly reduced, by bringing the "stop lines" much closer together. Thereby permitting "slip - roads" at each entry road to their left hand sides. Increasing traffic flow. Which would greatly assist the number 220X bus access to the straight road.	Please refer to Section 4.1
NTA-C14-162	I have had a retail business at 6 Main St. Ballincollig. Could I request that you give serious consideration to providing a disabled parking space and a loading bay/set down only space in the vicinity of the Post Office.	Accessibility for vulnerable road users safety will be assessed through a Road User Audit, Road Safety Audit (RSA) and Disability Audit of the entire route.
NTA-C14-162	It is vital to this successful environment that access to the Main St. is enhanced and encouraged and I welcome the revised proposals to provide additional short term parking spaces.	Please refer to Section 4.3

Reference	Statement	NTA Response
NTA-C14-163	I would like to say I am in support of this project and I feel with will benefit the community	Please refer to Section 4.3
NTA-C14-163	Why removing 5-6m of front garden, when directly across the road is a wide entrance to Mount Mercy college and the rest of the CPO's will be on that side of the road where there are no houses. Surely not impacting private houses over land which is not used should come first.	Please refer to Section 4.2
NTA-C14-163	Concerns in regards to the speed limit on the model farm road. Currently between buses and bikes, there's a natural slowing down of the cars. Once you remove these for the cars path, there will be more speeding and noise from the road	Please refer to Section 4.12
NTA-C14-163	Currently the left side cross from Mount Mercy College is used as a car drop off and pickup area for the students. If you start the bus lane at this point, you will be removing this drop-off point, and making it unsafe for the kids.	Please refer to Section 4.5
NTA-C14-165	At Coláiste Choilm, there is a potential of congestion at school time as Drivers bring their kids to school, causing a potential choke point and this should be mitigated in the new scheme.	Please refer to Section 4.8
NTA-C14-165	It's worth noting that the original Main Street of Ballincollig is no longer a street that a private car driver must use in order to get from one side of Ballincollig to the other. Private cars should use alternative routes.	Please refer to Section 4.1
NTA-C14-165	It is worth noting that within the existing Main street, there are too many car parking spaces available to all those who wish to shop on Ballincolligs Main St.	Please refer to Section 4.10
NTA-C14-194	Concern about losing approximately 13 feet at the front of our property, located in Model Farm Road (Map 27), to accommodate a bus lane which will commence just opposite our property on the other side of the road and also an additional bicycle lane ,which will also be on the opposite side of the road. This will mean the from of the houses will be much closer to the road and will be expose us to much more noise and pollution	Please refer to Section 4.2
NTA-C14-194	At present the front driveway of our property slopes down to the Model Farm Road. Removing 13 feet at the end of that slope will necessitate a much steeper driveway which will make entering and exiting our property more hazardous and more arduous, as myself and my wife get older. It would also make the property less accessible to anyone using a wheelchair.	Please refer to Section 4.11
NTA-C14-194	The portion of the garden which would be required to be forfeited under this plan is currently planted with trees which have been growing there for 50 years. These mature trees greatly add to the environment and the aesthetics of the property and the area, as well as affording us privacy and protection. These trees are irreplaceable as far as we are concerned and any replacement will not come close to matching them in our lifetime.	Please refer to Section 4.9
NTA-C14-194	Exiting and entering to the properties will be more difficult at the times of Bus Operation	Please refer to Section 4.11
NTA-C14-213	Concern about bringing down out gateway where there are two old trees due to the cycle lane even being removed the bus lane from the previous scheme. Also, the trees are indicated together as one green ringed area while it should be more accurate and one must be green and the other should be red.	Please refer to Section 4.9
NTA-C14-213	There is a beautiful old wall that is going to be taken also – this is really disappointing to us but we understand that stretches of the road must be straightened and we all have to make sacrifices but to be losing at a minimum one pillar and tree (which as such means that both pillars will have to be rebuilt to match)	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.
NTA-C14-213	This proposal will change the character of this road for ever. We will now be living with an extremely complicated road situation which will bring major safety issues not to mention the loss and damage to the environment.	Please refer to Section 4.5
NTA-C14-237	No provision for Park and Ride Facility at western approach to Ballincollig - which would relieve congestion in the city. Without a Park and Ride facility it is likely that the bus corridors will have decreased uptake. It is possible that the improved access created by the straightening of Model Farm Road will lead to increased traffic at off peak (i.e. non-bus gate) times at a time when city administrations all over the world are moving to make single-occupant vehicular access to cities more difficult, centred around the concept of traffic evaporation.	As part of the next stage of the scheme development we will assess the traffic movements to determine whether additional bus facilities are required.

Reference	Statement	NTA Response
NTA-C14-237	<p>No environmental study commissioned.</p> <p>Map 19 shows 4 trees on northern side to be removed, but in reality widening of the road will require the removal of no fewer than 26 mature beech trees with no indication of site-specific replacement. Beech trees have a lifespan of more than 350 years and are considered of high environmental and cultural value.</p> <p>Map 18 - considerable number of trees are scheduled for removal, no site-specific replacement is indicated although in both cases these trees are growing on agricultural land. The loss of habitat is considerable.</p> <p>Proposal: We suggest that the trees should be retained and the cycle path and footpath sited behind to the north of the existing trees. A cycle path sited behind the trees should follow the existing road which is to be bypassed and from there connect with the existing greenway (not marked in your maps) which begins to the west of the former Tennis Village. This would create a much safer and more pleasant cycle route and walkway and would marry with the City Council greenways to the city.</p> <p>Our reasons for retaining the trees are as follows: — (a) They are home to a bat colony and red squirrels. The trees are also home to foxes and a rookery, as well as all the usual bird, animal and insect life.</p> <p>— (b) If the trees must be removed, replacing the trees elsewhere will break the complex ecosystem environmental corridor effect. It is not sufficient to simply match the number of trees removed by planting localised copses, they must be replaced in situ in an effort to maintain the corridor effect.</p> <p>— (c) They form an important part of the character of the road. In the event that cycle and footpath cannot be re-sited behind the trees, the trees should be replaced on site, like for like, throughout the line of the road. Model Farm Road is lined extensively with cut stone walls. These walls should be carefully removed where necessary and reinstated on site along the new line of the road.</p>	Please refer to Section 4.9
NTA-C14-237	The proposed construction (maps 20 and 21) of an entirely new relief road to the Carrigrohane Straight is wasteful, expensive and unnecessarily destructive of a natural environment. There is a partial relief road present, complete with a regulated junction and lights at Cork Business and Technology Park (Map 23). This road (Map 23) feeds directly into Rossa Avenue giving direct access into and out of the Munster Technological University, thus entirely bypassing the bus gate and shortening the route into and out of MTU. It seems to us that the completion of the Cork Business and Technology Park relief road provides a much cheaper and less environmentally destructive option.	Please refer to Section 4.1
NTA-C14-266	Same submission as NTA-C14-1146	Refer to Submission NTA-C14-1146.
NTA-C14-268	<p>Concern that the scheme proposes to cut the main public transport hubs in Cork City (Bus Station / Train Station) on the Eastern side of the City from the western suburbs and county.</p> <p>UCC, MTU, and FET all are on the Western suburbs. Students converge on Kent Station each morning from Cobh, Midleton, Glanmire Mallow and get direct bus link to all three destinations on the 205 Bus from the Station, with the proposed scheme this would now involve 2 bus trips and a walk through the city centre. Similarly, the 220 bus brings students from Carrigaline and Douglas area to the Educational Hub and onwards to EMC on this Bus route. The Technology Park on Model Farm Road is also well served by routes 205 and 220. The present situation is not ideal and major traffic delays happen each morning and evening as motorists try to enter and leave MTU on a small roundabout. Without a direct bus service from Kent station I can see the situation deteriorate as more and more will take cars as their choice of transport. Priority for Bus transport is ideal but traffic congestion will not disappear if the bus service does not answer the needs of the population. Have you the planners looked at the amount of student accommodation and proposed developments for the western suburbs.</p>	Please refer to Section 4.4
NTA-C14-290	Our property is attached to the service site which hosts an Attenuation tank for the estate and the plans indicate the boundary wall of the site will be impacted. We look into this site and we would like to be advised prior to the changes on what will the new wall will look like, what will be removed or moved and to ensure the wall will be returned to the original state - natural stone cladding.	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. In addition, all affected or impacted utilities and services will be assessed and where required these will be updated and safely relocated to suit the BusConnects proposals.
NTA-C14-290	Complaint about the overall reliability of bus No 220, there are no digital signs indicating the arrival of the bus and we do not take the bus as a result	Please refer to Section 4.4
NTA-C14-345	Concerns on the impact on households from noise, air and light pollution for the current proposal for a new bus lane in Poulavone, continuing onwards towards the city onto the Poulavone Roundabout. Concern over the impact of land acquisition from front lawns on properties with some front doors being a few feet from the newly proposed footpath. As all vehicles/cyclists/pedestrians and street lighting being closer to the living space, there will be a huge strain on people's wellbeing and mental health. It will have an unquantifiable and immeasurable impact on the quality of our life. It will hugely and negatively change our home and our lives in Poulavone.	Please refer to Section 4.15

Reference	Statement	NTA Response
	Concern on lights/noises from toucan crossing 24/7, traffic lights bring significant air pollution, noise pollution and light pollution issues to neighbouring houses. This Toucan crossing will now be 2 metres closer to our front door than the current footpath. Attached references for support.	
NTA-C14-345	We are deeply concerned about the proposed development and its potential impact on the local community and environment and specifically on our own property	The proposed development will provide faster, more reliable journeys for the bus system, help achieve Cork's carbon neutral target, provide better cycling facilities, help to build a sustainable city and address climate change by increasing active and public transport, improving accessibility for all and aiding the pedestrian and urban realms. This will have a positive impact on the local community. Impact on environment (tree loss) and land acquisition is reviewed at each stage of the project and where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed corridor.
NTA-C14-345	Alternative solution to new bus lane - Suggestion to move the Bus Lane to begin 120 metres closer to Cork city in Poulavone.	Please refer to Section 4.1
NTA-C14-367	I would like to submit my strong support for any improvement to our public transport networks that will make it easier to choose to travel without a car. Ballincollig deals with bumper-to-bumper traffic every day. Improving bus provision and active travel routes will not only benefit those who use these, but drivers who have no choice but to use their car, by taking vehicles off the road and improving traffic flow. I understand the genuine fears of those living on routes, but these concerns may well deprive the thousands living in housing estates and apartments in Ballincollig of a proper public transport service.	Please refer to Section 4.3
NTA-C14-367	Decisions to leave and even extend parking on Ballincollig's main street are nearly laughable given the abundance of free parking all over the village in car parks and side streets.	Please refer to Section 4.10
NTA-C14-409	2 Bus Stops directly opposite each other just before Farranlea Park could be dangerous, cause Traffic chaos and also reduce car lanes from 2 to 1	Please refer to Section 4.8
NTA-C14-409	2 Bus Stops directly opposite each other just before Farranlea Park would cause replacing entrances what will result in very steep drives for residents and impact services like sewage, water etc. what could cause access problems for residents.	Please refer to Section 4.11
NTA-C14-409	The removal of trees degrades the leafy green aspect of the neighbourhood, and is not consistent with the sustainable vision of the plan.	Please refer to Section 4.9
NTA-C14-412	Need for bus service to serve the southern part of Ballincollig - especially for the new development to the south of the town, where the town will continue to grow. In the longer term, it is proposed that the Cork Light Rail will run from Ballincollig to Mahon. The alignment of the LRT shown in CMATS shows it serving the southern areas of Ballincollig. The proposals indicate that the LRT will be preceded by a high frequency bus service. The current proposals show a complete lack of integration with land use planning.	Please refer to Section 4.7
NTA-C14-424	E. Ballincollig to City should be extended to include Carriganarra Road & Leo Murphy Link Road area which has new houses/estates that require service. The nearest stops to houses on the Carriganarra Road & Leo Murphy Link Road in the current proposal are roughly ~20min walks. The updated BusConnects plan is critical and is a big step forward. Including what seems like an easy to cover additional area will offer even more opportunity with very little overhead. If Leo Murphy link road was used to bring buses back on to current / proposed route I don't believe this adds much time to the route.	Please refer to Section 4.7
NTA-C14-427	Concern about removing 60 trees and shrubbery outside Westcliffe and If they reduced the width of each footpath, cycle lane, bus lane and vehicular lane by 150mm then they would reduce the overall width of the proposed roadway by over 1 metre and hence be able to save all the trees and most of the shrubs	Please refer to Section 4.9
NTA-C14-429	Concern that the priority is cycle tracks rather than bus lanes and the impact two proposed cycle tracks require - necessitating the removal of front gardens of residents, existing parking spaces, existing trees and will cost a fortune to construct. The revised route design shows the removal and truncated bus lanes at many locations, with no changes to cycle tracks. Suggests off-road cycle tracks in Ballincollig would be the safe and effective option.	Please refer to Section 4.6
NTA-C14-437	No consideration for off-road cycle-paths on part or all of their route from Ballincollig to City. They could easily construct level off-road cycle-paths running parallel to the village on the north side and on the south side. These off-road cycle-paths would be connected to the Main Street, offices, schools, etc. via north-south short spur cycle-lanes.	Please refer to Section 4.1
NTA-C14-438	From the Community Forum in UCC we concluded that the NTA are not consulting or liaising with the City Council or County Council on the NTA's BusConnects proposals or on the Councils' plans for cycleways or on the Cork light rail plans.	Please refer to Section 4.7
NTA-C14-440	Concern about proposing to remove 60 trees and roadside shrubbery outside Westcliffe and even NTA 'have agreed to plant replacement trees inside the Westcliffe wall' they will not go near reinstating the value of the existing trees.	Please refer to Section 4.9

Reference	Statement	NTA Response
NTA-C14-442	Concern about the economic impact 60 trees and shrubbery from outside Westcliffe removal will cause in our properties as they will lose value as well as NTA reimbursing any of our costs which were needed to make genuine consultation.	Please refer to Section 4.8
NTA-C14-464	Concern about removing 60 trees and shrubbery outside Westcliffe and how it will look like as currently it is a very attractive gateway to Ballincollig.	Please refer to Section 4.9
NTA-C14-465	We asked the NTA for similar projects they have already completed or for sample projects abroad so that we could visit these and get a real picture of what is proposed. However, they haven't undertaken and completed any projects like BusConnects to date and they haven't seen any similar design abroad.	Please refer to Section 4.7
NTA-C14-466	The NTA pondered two options on our behalf to divert the city bound cycle lane into Westcliffe or remove the 60 trees & shrubbery on the main road.	Please refer to Section 4.7
NTA-C14-467	The proposed plans have been updated from the original plans which were going to lead to enormous traffic congestion in the Westcliffe/West Village Area. 60 trees and shrubbery still to be removed, and additional 16 questions/requests have been raised with only two responses.	Please refer to Section 4.7
NTA-C14-468	Map 15, Poulavone South side of road, just above and to the right of the map legend - 3 dwelling houses are negatively affected. Proposal shows an adjustment to road boundary inwards, while it may appear minor, will be difficult to achieve successfully and will impact these houses negatively, and will bring significant engineering complications and costs to bus connects.	Please refer to Section 4.2
NTA-C14-469	I have carefully read your comments in response to our initial concerns. One of our major concerns is bringing traffic closer to our home on the noise disruption this will cause. The majority of the comments are just generic comments in response to our concerns. Our concerns remain as per submission NTA C9-1814	Please refer to Section 4.9
NTA-C14-478	The proposed Bus Connects route will result in the removal of our existing entrance and the acquisition of part of our front garden, which contains trees and sound dampening hedging, to facilitate the road widening proposed.	Please refer to Section 4.2
NTA-C14-478	The proposed route will result in the removal of our existing entrance and the acquisition of part of our front garden, which contains trees and sound dampening hedging, to facilitate the road widening proposed, which may seriously restrict our movements during certain periods of the day. We have found the information presented in the brochure (and accompanying maps) very difficult to interpret and requested clarification but nobody has contacted us to date.	Please refer to Section 4.2
NTA-C14-478	Will the existing stone on my entrance and front garden wall, which I sourced locally, be reused in the construction of a new entrance and wall?	Please refer to Section 4.2
NTA-C14-478	Proposals for in-bound bus gate along Model Farm Road are not clear - the preferred route option describes a bus gate, but this is not shown on the map. Please clarify where the bus gate commences and what movements will be permitted along Model Farm Road during its hours of operation? Assuming the in-bound bus gate does commence just east of Scotch Lane, we understand the intent of the bus gate is to replace a dedicated bus lane at constrained locations. However, Map 20 shows the bus gate commencing at the same point at which bus lanes commence which are largely continuous to Dennehy's Cross. Surely the bus gate should remove through traffic where there is no bus lane, rather than removing it where a continuous bus lane is provided?	Please refer to Section 4.13
NTA-C14-478	I note that only property owners whose property is being directly impacted by this proposal were circulated with the revised document. Other residents on the model Farm Road are unaware of the proposal to restrict their use of the Model farm Road by the designation of the Model Farm Road as a Bus Lane during peak traffic times.	Copies of the Sustainable Transport Corridor Preferred Route Option Brochure were available to the public at the Public Information and Community Forum Events, and the Brochure is available for downloading from the BusConnects website. https://busconnects.ie/cork/
NTA-C14-478	Concerns that residents of Model Farm Road must travel west to Poulavone Roundabout at peak traffic time in the morning, adding to the congestion. Would this mean that I will be prohibited from making these movements during peak times?	Please refer to Section 4.8
NTA-C14-478	There is a proposal for a new link road connecting Model Farm Road to N22, and the purpose (stated in the report Section 2.2.2) is to accommodate traffic diverting from Model Farm Road to the N22 due to the bus gate. However, this road will equally enable traffic from the N22 to access Model Farm Road, where traffic is permitted to turn left and travel towards Dennehy's Cross and the city centre. This movement may become attractive, given that inbound traffic on Model Farm Road will have been removed by the bus gate. As a resident on Model Farm Road between the Poulavone junction and Scotch Lane, it appears that I will not be permitted to travel towards the city centre while the bus gate is in operation and must divert to the N22 via a circuitous route through Poulavone. However, at the same location, traffic from the N22 is free to access Model Farm Road and continue towards the city centre.	Please refer to Section 4.8
NTA-C14-478	Regarding the new link road connecting Model Farm Road to the N22, we submit that the Bus gate commences just East of Poulavone roundabout, with through traffic travelling towards the city centre directed to divert to the N22 at the Poulavone Roundabout	Please refer to Section 4.1
NTA-C14-484	We attach sample photos of the trees and shrubbery the NTA plan to destroy in Westcliffe.	Please refer to Section 4.9
NTA-C14-485	How is it justify the environmental cost/benefit of destroying roadside 60 trees and hundreds of shrubs in a short distance of 300 metres	Please refer to Section 4.12
NTA-C14-513	In map 8 there's a bus lane what wouldn't be necessary as there's no traffic jams and an additional bus lane won't improve bus service.	Please refer to Section 4.13
NTA-C14-535	We are deeply concerned about the proposed development and its potential impact on our own property especially the front garden and parking.	Please refer to Section 4.2

Reference	Statement	NTA Response
NTA-C14-574	This Submission sets out the details of our Objection to the proposed widening of the Model Farm Road Corridor contained in map 27, in particular any changes to the boundary wall of our home/property. We stated clearly that it is not possible to realign the existing boundary wall for the full length of Vailima along the Model Farm Road. The foundations of House 1 in Vailima extend to the existing boundary wall with Model Farm Road which are a mere 1.08 metres apart. The existing boundary wall must be retained in order to maintain vehicular access to house 1 and access to the entrance door on the South elevation of House 1. The entrance to Vailima has a significant number of services (mains, foul, storm, gas, attenuation tank, power supplies, communication cables, utility meters etc). The underground storm water attenuation tank abuts the existing southern boundary and there is no alternative space within Vailima to provide appropriate attenuation prior to discharge to the public storm water sewer network on Model Farm Road. Consider the space that exists on the opposite side of the road, which would promote an improved road alignment.	Please refer to Section 4.2
NTA-C14-574	It was agreed that Map 27 is based on a desktop survey only. The open space that exists within commercial premises on the opposite southern side of Model Farm Road where buildings are set back a considerable distance provides a more feasible option in extending the width of this section of Model Farm Road for Bus Connects if necessary.	Please refer to Section 4.1
NTA-C14-603	The main road through Ballincollig was upgraded in 2010/2012 and the design applied is currently working, however with the scheme the area is going to be affected again and it will result in undermining and demolition of nearly 300 metres of roadside wall	Please refer to Section 4.7
NTA-C14-603	The main road through Ballincollig was upgraded in 2010/2012 and the design applied is currently working, however with the scheme the area is going to be affected again and it will result in removing 60 trees and hundreds of shrubs.	Please refer to Section 4.9
NTA-C14-611	Welcome the adjustments made to reduce the impact on properties in map 8.	Please refer to Section 4.3
NTA-C14-611	I do not welcome the addition of a new road on map 20. The Model Farm Road has significant land banks and is a strategic route for future development. The original plans seemed to allow for this development into the future & the maximum use of public transport in this area. Therefore I don't understand why this extra road is deemed necessary. BusConnects is to encourage greater use of public transport and the development of this road runs counter to this.	Please refer to Section 4.7
NTA-C14-611	I welcome the repositioning of the busgate on College Road as it will reduce the traffic in the area.	Please refer to Section 4.3
NTA-C14-611	I am concerned that the protected cycle lane on O Donovan's Road is being removed. There is a significant incline as you travel south and cyclists are travelling at a much slower rate than a bus. Therefore I would ask that a protected cycle lane should be incorporated heading south on map 32.	Please refer to Section 4.6
NTA-C14-627	Support of new cycle lanes.	Please refer to Section 4.3
NTA-C14-627	I would have like to have seen an off road cycle lane alongside Carrigrohane Road but I believe this is being addressed in the flood protection works in the area.	Please refer to Section 4.6
NTA-C14-650	We have a business (Finbarr O Neill Ltd P31 F991) that will be greatly affected if we are to lose a portion of our premises. We have our Head Office and Sales / Display area at this address. We need all the space we have as it is primarily our display area that will be affected as it is not possible to display our products at the quarry.	Please refer to Section 4.14
NTA-C14-650	We need all our car parking for staff and customers to enter and exit our premises in a safe manner which is already a danger in its current form, will be further exacerbated with all the additional lanes and traffic.	Please refer to Section 4.5
NTA-C14-650	Moving traffic closer to our building will increase our exposure to environmental sounds and disturbance. Including the annoyance this will cause.	Please refer to Section 4.15
NTA-C14-650	To allow for the additional lanes, if we park to open access gates with approx. 4m set back, the vehicles will be situated across a footpath and cycle lane - no allowance has been made for this. With a new layout the entrance pillars would have to be further splayed back into the site, therefore our inner piers will be pushed back by approx. 4 metres. This is 8 metres into our site. Signage, planting, landscaping, advertising structures, site services, sewage, water metre, gas metre, telecoms will all be affected.	Please refer to Section 4.14
NTA-C14-663	Concern as widening the Model Farm Road could be dangerous as cars drive so fast and it is a very busy road.	Please refer to Section 4.5
NTA-C14-676	Proposal of re-instated bus stop located Castle Road in Ballincollig which was proposed in previous drafts.	Please refer to Section 4.13
NTA-C14-727	We Darley Developments are carrying out the development of 18 residential dwelling houses and associated site works at Merton Lodge, Model Farm Road, and this submission sets out the details of our objection to the proposed widening of Model Farm Road Corridor contained in map 27, in particular any changes to the boundary of the property. The outbound bus lane has been omitted, yet the same land acquisition for Merton Lodge is still being proposed. This land acquisition of Merton Lodge must be reduced by at least 3m. We had to redesign all aspects of our development which resulted in exceptional additional costs and time delays which should have been avoided. There is always free vehicular traffic flow, including peak morning and evening rush hour along this section of Model Farm Road outside Merton Lodge.	Please refer to Section 4.2
NTA-C14-727	The Bus Stop as shown on Map 27 clashes with the new entrance to our development of 18 residential units. It was agreed that Map 27 is based on a desktop survey only. The open space that exists within commercial premises on the opposite southern side of Model Farm Road where buildings are set back a considerable distance provides a more feasible option in extending the width of this section of Model Farm Road for Bus Connects if necessary	Please refer to Section 4.1

Reference	Statement	NTA Response
NTA-C14-739	<p>Concern as the new bus stop spot will have the next inconvenient:</p> <ul style="list-style-type: none"> -Impact to quality of life for us. Space directly under front windows and in front of door will become a gathering space while waiting for buses, increasing noise and litter level considerably and with an impact to our privacy in own home. -Steps from front door to public footpath which would be hazardous to those waiting for the bus or using the footpath with more people blocking passage due to waiting for the bus. Steps to our front door would also become a waiting area with people sitting on steps or waiting in doorway during rain (again gross impact to quality of life). -Proposed placement would not allow a shelter due to steps, gas line access, vent access, and blocking front facing windows. Current placement does have a shelter so moving the bus stop would be a downgrade to current stop. 	<p>Please refer to Section 4.5.</p> <p>A review has been undertaken to update bus stop locations to reduce the impact on property owners.</p> <p>Any affected or impacted utilities and services will be assessed and where required these will be updated and safely relocated to suit the BusConnects proposals.</p>
NTA-C14-743	<p>Proposed change will impact parking ability for private residence.</p> <ol style="list-style-type: none"> 1) Inability to park close to residence - Closest option to park will be considerable distance around corner on Farranlea road which is a busy residential area. 2) Farranlea Road is a paid parking zone, meaning resident will need to apply for and receive resident's parking permit - an additional annual fee directly caused by this update. 3) Impact to future options for car charging - With no on-street parking option for residence, we will not be able to privately charge electric car, which is not conducive to incentivising green private transport choices 4) Considerable impact to value of property as there is, again, no option to park privately at residence. 	<p>Please refer to Section 4.10</p>
NTA-C14-743	<p>Request to review data for why the update is required in this location. Outside of 1-2 hrs each weekday morning, during school term only, this road is not subject to congestion at all, with bus and cycle traffic moving freely.</p>	<p>Please refer to Section 4.7</p>
NTA-C14-760	<p>Support of adding new bus and cycle infrastructure</p>	<p>Please refer to Section 4.3</p>
NTA-C14-760	<p>Concern about the need to change buses to get into the city centre when coming from Ballincollig. I think this will deter people from using the service. Having the bus go down Sheares Street with a loop around and stop on Washington street to return to ballincollig would seem a lot more reasonable in my mind.</p>	<p>Please refer to Section 4.4</p>
NTA-C14-760	<p>The Current 220 is the only 24hour bud service and is very busy at night on weekends. I think having this service easily accessible to people would be important.</p>	<p>Please refer to Section 4.4</p>
NTA-C14-765	<p>I am highly supportive of the proposals outlined in the STC plan. So much so that it is a pity the bus gate was removed and that additional parking was retained. The plans call for my parents to lose a small portion of their front garden and even they acknowledge the benefits, availing of the 24hr 220 to socialise in town late into the night and return home to a bus stop minutes from their door.</p>	<p>Please refer to Section 4.3</p>
NTA-C14-780	<p>The Bus Gate removal for Main Street is welcomed by Castlewest Shopping Centre, but there are still concerns regarding the ability for delivery trucks to access Castlewest Shopping Centre, as it is assumed the revised layout will increase traffic congestion levels.</p>	<p>Please refer to Section 4.14</p>
NTA-C14-780	<p>Removal of slip-lane onto Old Fort Road: The removal of the slip road from the west, coming onto Old Fort Road, will not only result in a considerable build up of additional traffic at the junction, but may also not provide enough of an angle for large HGV deliver trucks to turn onto Old Fort Road. More consideration needs to be given to the nature and extent of deliveries to retain businesses (Tesco, Dunnes Store and Aldi). In addition to the above, it is proposed that a slip-lane from Old Fort Road onto Main Street is also to be removed. This is a frequently used slip-lane and its removal may lead to considerable traffic build up at the Muskerry Junction.</p>	<p>Please refer to Section 4.14</p>
NTA-C14-780	<p>Removal of Right-turning lane onto Old Fort Road (east gate junction): This is a notoriously busy turning lane which takes high volumes of vehicles off Main Street and to employment, retail and commercial hubs all along Old Fort Road. The right turn provides connectivity to Ballincollig Primary Care Centre, Community Nursing Centre and access to 4 schools. At peak times, it is often the case that this results in vehicles joining traffic on the ghost island, and at times this can even prevent traffic in the left lane from continuing straight on. We acknowledge that the purpose of BusConnects is to try and increase Modal Shift, however removing the right-turning lane will likely do more harm than good.</p>	<p>Please refer to Section 4.8</p>
NTA-C14-780	<p>Inniscarra Junction: It should be noted that the current road layout allows cars to filter left onto Innishmore Lawn, where there are a plethora of commercial, retail, industrial and educational facilities. However, it is proposed that a new cycle lane will run on the inside of this lane, and will require vehicles to cross the cycle lane in order to take the slip lane. There is some concern that the removal of the left-turning lane at the junction will result in increased use of this slip-lane, thus potentially increasing the likelihood of incidents with cyclists as cars seek to filter left.</p>	<p>Please refer to Section 4.5</p>
NTA-C14-780	<p>At Station Road Junction, the right-turning lane from Main Street onto Station Road has been reduced in length by several metres. This may contribute to additional traffic congregating along Main Street.</p>	<p>Please refer to Section 4.8</p>

Reference	Statement	NTA Response
	At Harrington Street Junction, the right-turning lane from Main Street onto High Street has been removed, which is also a busy turning lane. This will contribute to additional traffic congregating along Main Street.	
NTA-C14-780	Reduction in footpath width along Main Street may prevent waste collection and requests that this be reconsidered as part of this consultation process	Please refer to Section 4.14
NTA-C14-780	There is an opportunity to create a very small-scale slip road approximately 150 metres north of the Inniscarra Junction, along Inniscarra Road. There is an existing slipway which is utilised by pedestrians and cyclists as a shortcut to gain access to Innishmore Lawn. If this section of land could be converted into a one-way slip-lane, while also ensuring safe access for pedestrians and cyclists, then traffic wishing to turn onto Innishmore Lawn would not be required to queue at the revised Inniscarra junction. This alternative is considered appropriate as there are significant traffic movements from commuters travelling from Inniscarra Road to Innishmore Lawn given the location of a number of commercial and retail facilities, and it is also the location of a number of schools, both primary and post-primary.	Please refer to Section 4.1
NTA-C14-808	Opposition to the scheme and asking for new alternatives along the Model Farm Road from Ballincollig	Please refer to Section 4.7
NTA-C14-829	Support to the scheme as it improves cyclists safety which support a sustainable future.	Please refer to Section 4.3
NTA-C14-839	Bus was due every 15 mins. Bus arrived after 55 mins and I heard someone at the stop say that they waited 1 hr 20. Money from the BusConnects plan should be moved from the capital investment and put into the existing fleet and staff as they are not fit for purpose.	Please refer to Section 4.4
NTA-C14-857	My accountancy business on Poulavone Road is to be affected and I am to lose a portion of my front garden (amount has not been advised). Currently, callers can park off street at the front of my premises but the proposal would mean that this is no longer possible and will have to resort to parking in the proposed footpath/cycle lane, this is not a good outcome.	Please refer to Section 4.14
NTA-C14-857	My front door will be close to the proposed roadway and will suffer noise pollution. Concern about what will happen with the pipe that was dug up few years ago	Please refer to Section 4.2
NTA-C14-857	Suggestion to considered widening of Poulavone Road on the opposite side, this consists of a wall and trees before you get to an internal road in the Estate opposite. It would appear to be very easy to widen on this opposite side without taking any garden from these residents. Additional suggestion of adding 2 small box junctions to assist the traffic flow.	Please refer to Section 4.1
NTA-C14-857	Concern that the number of cyclists will not be increased much to justify the additional cycle tracks.	Please refer to Section 4.6
NTA-C14-878	As a resident of Model Farm Road who will be hugely affected by the proposed plan, I wish to express my strong opposition to the revised Route E plan. The plan fails to take account of traffic flow/congestion, fails to integrate with planned future development of the Model Farm Road and Bishopstown/Carrigrohane/Ballincollig areas. The proposed revised plan is only likely to worsen traffic congestion and adversely affect traffic flow in the area. In particular, the plan to install bus gates in the area of Scotch Lane serves no purpose other than to push existing traffic onto already busy alternative routes	Please refer to Section 4.7
NTA-C14-878	Model Farm Road is a road built in the 1700's and a number of old walls and structures from that era are still in existence. The road is too narrow, winding and undulating for the proposed plan. The proposed design discommodes multiple families, necessitates multiple CPOs and fails to take account of the heritage and ecology of the area. The proposed new link road from Model Farm Road to N22 (Carrigrohane Straight) is designed to cross an existing flood plain and is completely unnecessary as there is an existing link only a few hundred metres further east (Inchigaggin Road).	The design has been updated to reduce impact on heritage and ecology along Model Farm Road, and the entire route. Alternative routes for the proposed link road were investigated, please refer to Section 4.1 for more details.
NTA-C14-878	The design will necessitate the felling of many mature trees all along the route, including a number on the boundary of my own property. Many of the trees along the route are over 100 years old and several of the mature trees are a haven for fauna including hedgehogs, frogs, snails, foxes, badgers as well as a variety of bird species and a number of bat species (some of which I believe to be protected under EU law).	Please refer to Section 4.9
NTA-C14-886	Concern regarding Dennehy's Cross end of Model Farm Rd (where I reside) with its intersection with Wilton Rd, Magazine Rd & Victoria Rd. I do not see a feasible solution in forcing a bigger volume of traffic through this busy intersection of Dennehy's Cross, which road widening is planning to do.	Please refer to Section 4.8
NTA-C14-903	Overall, I consider BusConnects as a positive improvement supporting environment friendly efficient transport options	Please refer to Section 4.3
NTA-C14-903	Ballincollig has no lack of car parking and does not need on street parking on the main street, which ultimately contributes to a build up of traffic in connecting junctions and roads as traffic volumes increase.	Please refer to Section 4.7
NTA-C14-903	For Maps 12 to 15, the design lacks appropriate traffic calming along this section of road with speed of traffic often well exceeding designated speed limits where large amounts of pedestrians and cyclists are in close proximity. There should be safe pedestrian road crossing at reasonable distances that are not reliant on electricity/electronics as these can malfunction.	Please refer to Section 4.5
NTA-C14-903	Concern over cycle paths on the inside of bus stops as there is potential conflict with pedestrians or large groups waiting at bus stops. Suggests to consider in path and road design allowing cyclists to exit the cycle path and join the road in situations where the path is blocked ahead.	Please refer to Section 4.6
NTA-C14-948	Concern about the 220 bus service as sometimes it doesn't show up, it is full or it is delayed	Please refer to Section 4.4

Reference	Statement	NTA Response
NTA-C14-948	Support message because the scheme provides continuous cycle lanes through Ballincollig and along Model Farm Road; supports the Poulavone signalised junction update and the tightening of junctions along Model Farm Road and signalling at the crossing at Church Hill. Also supports the introduction of segregated cycle lanes along Marydke Walk and Washington Street and the re-introduction of two-way traffic.	Please refer to Section 4.3
NTA-C14-948	Concern about giving enough priority to buses as there's already enough parking space, multi-storey car parks and surface car parks in Ballincollig, and maybe there's no need of on-street parking on Main Street.	Please refer to Section 4.13
NTA-C14-948	Concern about no clear route is provided for people cycling through Victoria Cross. A separate cycleway/walkway through the grounds of the Sacred Heart is nice, but what it is needed just to be able to go straight through the junction safely	Please refer to Section 4.6
NTA-C14-948	Concern about the removal of the uphill cycle lane on Donovan Road by UCC. The cycle lane provides a great connection between Western Road and College Road.	Please refer to Section 4.6
NTA-C14-948	Concern about safety on Church Hill once it is turn into a signalised junction as more people will be walking up to Model Farm Road for bus service. Currently there's no footpath on the bottom part of road near the intersection with the Carrigrohane Straight Road and vehicles drive over the speed limit being not safe to walk through it. So speed limit should be reduced to 30km/h and measures to get it should be applied.	Please refer to Section 4.5
NTA-C14-948	Concern about cyclist and bus infrastructure on Carrigrohane Straight Road, as some of traffic will be direct through it could affect the reliability of bus lines which travel along this road.	Please refer to Section 4.4
NTA-C14-948	Concern about safety on Carrigrohane Straight Road as the current infrastructure has not enough space for pedestrians and cyclists and some of the traffic will be diverted from Model Farm Road to it. It should be needed an upgrading of the walking and cycling infrastructure.	Please refer to Section 4.5
NTA-C14-970	Map 15 shows a substantial change to the Poulavone roundabout area. The only traffic issues here is the lack of a left turn lane from the N22 Carrigrohane road to Leemount (Anglers Rest). It would be more beneficial to add a left turn lane here (off map) rather than having a bus lane for only buses to avoid this back up. As a main street, Poulavone resident I am appalled at the CPO on so many houses in the area. Please see receipt NTA-C9-1529 as unfortunately, all my previous concerns still remain. I believe the new lane layout from main street to the new proposed Poulavone junction is counterproductive. (Map 15) The lanes for turning left to Carrigrohane road and right to the Link/Bypass road are too short and will subsequently back up traffic through Ballincollig village.	Please refer to Section 4.1
NTA-C14-970	Concern about reducing the land used as car park in Coláiste Cholim secondary school as it will have a negative impact on daily congestion.	Please refer to Section 4.10
NTA-C14-970	Concern about Model Farm Road Houses lands which must be taken	Please refer to Section 4.2
NTA-C14-970	Concern about Model Farm Road Houses. these houses have steep inclined drives which, if shortened will not be accessible by car	Please refer to Section 4.11
NTA-C14-970	Support to an increase in new proposed trees to be planted.	Please refer to Section 4.3
NTA-C14-970	Complain about current state of cycle lanes what causes cyclists going through car lanes and questioning if new bike lanes would increase jobs because of maintenance	Please refer to Section 4.6
NTA-C14-970	Complain because of the caused stress to my family and neighbours	Please refer to Section 4.15
NTA-C14-970	Proposal of using light rail system instead of the proposed scheme	Please refer to Section 4.1
NTA-C14-983	Concern about losing a lot of land which is used as a car park as it is needed because of a large family.	Please refer to Section 4.10
NTA-C14-987	Preserving the built heritage is a goal of Cork City Council. While many of the houses between Bishopstown Park and Dennehy's Cross (and Wilton Road with regards to the Bishopstown to City bus route) haven't been given architectural conservation status, they have stood for c.100 years and do add to the distinctive character of Cork City's built heritage.	This comment is noted.
NTA-C14-987	Many of the houses between Bishopstown Park and Dennehy's Cross have dubious foundations. Our particular row was built 1920-5. The bedrock is a mix of limestone and mudstone and the existence of underground caverns and channels could result in subsidence and sink holes, especially with increased vibrational impact. Insurance companies state that this is also an area of considerable subsidence which precludes residents being thus covered for such incidences. Therefore, it would be inadvisable, and potentially expensive, for the project, if the proposed works and subsequent increase in traffic, were to cause related damage to our homes.	This comment is noted.
NTA-C14-987	Increased traffic coming almost 3 metres closer to our will cause air, dust, and noise pollution which negatively affect our sleep and health.	Please refer to Section 4.15
NTA-C14-987	Some parts of the proposed new roads are 22m wide, which is too wide given the residential and academic nature of the area. Many commute by foot or by cycling. A widening of the roads meeting at this point will have a negative impact on the character of the junction, on businesses in the vicinity, and on such customers, residents, and students who also mainly traverse on foot or by bicycle. A suggestion would be to limit car usage to non peaks times in order to encourage solely sustainable modes of mobility patterns, prioritising buses, cyclists, and pedestrians. Creating one-way systems, such as that proposed for the Douglas Road with regards to the Bus Connects proposal are also positive alternatives to eroding city residents' distance from traffic, noise, air, and vibrational pollution, and quality of life.	Please refer to Section 4.1

Reference	Statement	NTA Response
NTA-C14-987	A further suggestion would be to complete the North Ring Road, adding park and rides along it, significantly reducing traffic emanating from the southern, and western, hinterlands of Cork accessing the North-side and major sites of employment, via the Model Farm Road and the Wilton Road. Increased park 'n' rides located in a ring around Cork City with incentivised free parking and cheap bus travel, would further encourage the use of sustainable patterns of mobility, for those commuting to Cork City.	As part of the next stage of the corridor development we will assess the traffic movements to determine whether additional bus facilities are required. Regarding connectivity 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.
NTA-C14-987	This can be a busy area with no on street parking, and therefore, no possibility of alternative parking so it is necessary to retain our private, off-street parking, for different activities.	Please refer to Section 4.10
NTA-C14-987	A less impactful opportunity for road widening exists to the south of the Model Farm Road where a dilapidated warehouse exists, and the extensive grounds and carpark adjacent to the Church of the Holy Spirit. Acquiring land from this stretch would be far less impactful on the existing residential settlement to the north.	Please refer to Section 4.1
NTA-C14-987	Sustainable modes of travelling should be further encouraged, incentivised or downright enforced. Sensitively, reinstating low-noise electric trams along the original tram routes with minor tweaks could further reduce car-usage. It takes no more than two lanes of traffic (6 metres) and would be preferential and more attractive, than double decker buses.	Please refer to Section 4.7
NTA-C14-987	An increase in lanes and amount of traffic will mean car access to our properties will become more difficult. Turning in our driveways will be severely impeded, or impossible, with the compulsory purchase of almost 3 metres of garden.	Please refer to Section 4.11
NTA-C14-987	As someone who has wheeled pushchairs to school while walking numerous children along the Model Farm Road footpath, the existing footpath width is ample, negating the need to widen it, propose a narrower cycle track at 1m, reducing the need for cyclists to hop up onto the footpath.	Please refer to Section 4.1
NTA-C14-987	The highly disruptive and uncivilised hours that road works were carried out recently and a few years ago, between 7.30pm and 6am for several nights in a row caused considerable distress, and affected the health, well-being, and academic performance of my family on several occasions. All pneumatic tools operating in a residential area should be fitted with an effective silencer on their exhaust port and any works done should be carried out during civilised hours (8am to 6.30pm weekdays and 10am to 4pm Saturdays).	This comment is noted.
NTA-C14-999	I strongly support the BusConnects goals to improve walking, cycling and public transport in Cork City. My view is that providing a continuous, high-quality cycle infrastructure is probably even more important than improving the reliability of the bus network. More people cycling would reduce traffic volumes and improve bus reliability. Much of the traffic is associated with school trips and many could be avoided by cycling. Specific support for the following areas: <ul style="list-style-type: none"> • Continuous, segregated cycle lane from Dennehy's Cross. Wilton to western end of Ballincollig. • Continuous footpaths along Model Farm Road • Reduced turning radii at intersections with raised crossings for pedestrians and cyclists • Segregated walking and cycling facilities • Support acquisition of land to provide necessary road space for sustainable transport • Signalised bus priority (though this must be appropriately enforced) • Removal of trees to provide space for sustainable transport, as long as the trees are replaced with other semi-mature trees in the vicinity and more trees planted elsewhere • New walking/cycling spurs into residential and housing estates • Removal of some parking in Ballincollig town centre 	Please refer to Section 4.3
NTA-C14-999	Proposes that all on-street parking to be removed from Ballincollig town centre between the intersections of Main Street with the east and west ends of Old Fort Road.	Please refer to Section 4.7
NTA-C14-999	Ensure desire lines are provided for those cycling as well as for people that are walking. This will make cycling more attractive and efficient at minimal cost. Shared/segregated walking and cycling spaces along such desire lines (e.g. north of the current Poulavone Roundabout) are useful for cyclists. Also consider Old Fort Road (map 9), Carrigrohane Rd (map 15) Provision of bidirectional cycle lane along the north side of the N22 to Poulavone junction, including the use of desire line walking and cycling routes. This can also be applied to Curraheen Greenway (Map 21) as this could be an attractive active route between Bishopstown and cork City Centre, and from the centre to MTU and the IDA.	Please refer to Section 4.1
NTA-C14-999	To consolidate the westbound bus stops on Map 9 (unnecessarily close together)	Please refer to Section 4.4
NTA-C14-999	Realign the Colaiste Choilm school entrance so that it is perpendicular to Main Street, and for this to be raised to slow vehicles crossing the footpath and cycle track	Please refer to Section 4.4

Reference	Statement	NTA Response
NTA-C14-999	220X bus service along Carrigrohane Road is the fastest and most efficient route between Cork City Centre and should be retained and expanded rather than removed	Please refer to Section 4.4
NTA-C14-999	The signalised junction at Model Farm / Church Hill / Hilton Estate is unnecessary and contradicts design decisions elsewhere to lower traffic speeds. Church Hill is too narrow in places even to accommodate a single footpath, yet it has a large number of neighbourhood residents walking or cycling it throughout the day. This road is therefore not suited to relieve traffic congestion elsewhere and can only work safely and properly for local access.	Please refer to Section 4.8
NTA-C14-999	It is unclear how local access to houses on or near Model Farm Rd will be provided with traffic forced onto Carrigrohane Rd. It would be better and cheaper to have bus priority gates to reduce traffic competition with buses during the morning and afternoon peak times. The justification for the Link Rd is weak, it will be difficult to enforce under the best of conditions.	Please refer to Section 4.7
NTA-C14-999	The retention of parking on the north side of Magazine Rd is a lost opportunity. The retail centre has basement parking and no on-street parking is needed. This should be removed and a cycle lane provided	Please refer to Section 4.1
NTA-C14-999	I ask that the speed limit be reduced on College Rd from its intersection with Magazine Rd (Map 29) to Donovan's Rd (Map 31)	Please refer to Section 4.5
NTA-C14-999	The existing uphill-going cycle lane on Donovan's Rd should be reinstated.	Please refer to Section 4.6
NTA-C14-1007	Proposal of scheme relocation between the IDA Business Park and Dennehy's Cross. This section sees the bike lane climb a steep section of hill from Kenely Road to the entrance to the Cork Blood Testing centre. In addition to this acting as a deterrent to cycles to use the route it will require the CPO of numerous residence gardens, the destruction of the city street scape, the rebuilding of all utilities and the destruction of many mature trees along the route. As an alternative, the design group should consider repositioning the bike lane to run through predominantly state owned lands of the IDA business park and the Blood Testing Centre. Not only will the greatly reduce the cost and disruption from this scheme but can also add a significant amenity to the area.	Please refer to Section 4.1
NTA-C14-1010	Cork Cycling Campaign commends the BusConnects design team for provision of continuous segregated cycle lanes from Ballincollig to Dennehy's cross. This will provide a 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.	Please refer to Section 4.3
NTA-C14-1010	Proposal of a fully segregated two-way cycle track on Carrigrohane Road as it is a natural route and clear desire line for many people travelling to/from Ballincollig as it is a flatter and more direct route compared to the Model Farm Road. It is requested again in this submission that the design team to consider this as an alternative main route from the City to Ballincollig to the Model Farm Rd.	Please refer to Section 4.6
NTA-C14-1010	Concern regarding the proposed link road between Model Farm Rd and Carrigrohane is a major intrusion on the natural environment and not in line with principles of DMURS hierarchy of design. The purpose of the link road appears to be improving convenience of car use when we should be considering measures to confer the advantage to public transport and active travel over the private vehicle. This is best practice in cities leading the way on provision for sustainable transport and should also be applied in Ireland. Construction of new roads is not in line with Climate Action and Sustainable transport targets as it proven over many decades that it induces more traffic. Cork Cycling believe the existing road network could be used to better effect as set out in the Round 1 Emerging Preferred Routes consultation process.	Please refer to Section 4.12
NTA-C14-1010	Concern about removing uphill cycle lane on Donovan's Road as it promoted less traffic and made a safer route for people cycling. Cork Cycling Campaign request that the design team re-consider removal of the cycle lane as it provides a vital safe cycling link to the College road. Neither the BusConnects Round1 or Round 2 documentation specify the reason for removal of the Donovan's road cycle lane.	Please refer to Section 4.6
NTA-C14-1014	There is a proposed bus gate on Model Farm Road which will impact STC F negatively. There are no major traffic junctions with minor amounts of traffic joining the road from estates and minor roads. There is not even need for bus lanes here as traffic free flows. Please review the actual need for a bus gate on the Model Farm Road. The Carrigrohane Road is a bottle neck at the junction with Anglers Rest and large tailbacks form at peak hours and by placing a bus gate on Model Farm Road, other traffic will need to seek alternative routes. Not all motorists will use the new proposed road to divert from the bus gate, and much of the westbound traffic will turn left at the junction of Melbourne road and Model Farm Road - which could call severe delays to buses on STC F. Additional delays to the 208 (2A and 2B) bus service at the junction of Melbourne Road and Rossa Avenue due to motorists turning right and also at the junction of Curraheen Road and Melbourne Road due to motorists turning right as there will be an increased volume of traffic using this route should the proposed bus gate go ahead.	Please refer to Section 4.8
NTA-C14-1033	Our home and garden borders the fields through which a new link road is planned, connecting Model Farm Road to the Carrigrohane Straight. We faced a compulsory purchase order effecting of our driveway and garden, impacting our space, mature trees and privacy, we did not object to the first draft plan. We understand the need for amendments to the plan, to avoid loss of property and safe access to our neighbours properties, but we object to the proposals in plan B, to build a new link road in the fields neighbouring our property and to the plan for a bus gate immediately outside our driveway.	Please refer to Section 4.2
NTA-C14-1033	Why this is proposed Link Road instead of widening Inchigaggin Lane or proceeding with the previously planned link road towards the Carrigrohane Straight	Please refer to Section 4.1

Reference	Statement	NTA Response
NTA-C14-1033	We share the concern of our neighbours that detailed traffic data has not informed initial proposals but rather will follow after. We are concerned at what seems to us to be a lack of joined up thinking between Bus Connects and the City Council/traffic management.	Please refer to Section 4.7
NTA-C14-1033	Congestion on Model Farm Road stems from congestion on Melbourne Road and at the Model Farm Road/ Melbourne Road junction, where there is only space for a few cars intending to make a right turn from Model Farm Road onto Melbourne road to queue. Road users intending to go straight through this junction, staying on Model Farm Road eastbound, then have to queue behind right-turning congestion. There must be simpler ways to solve this congestion and facilitate Bus traffic on Model Farm Road, for the benefit of our environment.	Please refer to Section 4.8
NTA-C14-1033	We are concerned that cars who proceed East from Poulavone towards the city along Model Farm Road during bus gate morning hours e.g. in error, will find themselves having to do a U-turn on Model Farm Road, outside our gate, putting themselves and other road users at significant risk.	Please refer to Section 4.5
NTA-C14-1033	We are concerned that diverting cars from Poulavone or Church Hill to the Carrigrohane- Angler's Rest junction etc will increase the already significant traffic congestion here in the mornings, adding to environmental pollution. For example, we will have to turn right, to travel West to sit in traffic on that circuit in order to then re-access Model Farm Road a few metres to the left of where we started, our home. Can local residents of Model Farm Road be allowed an exemption from the Bus Gate? We do understand that it would be an administrative burden but surely some good will should be shown to the residents of Model Farm Road, most of us losing portions of our garden and privacy in the interests of better footpaths and cycle lanes.	Please refer to Section 4.7
NTA-C14-1037	Concern about losing a lot of land in Model Farm Road, approximately 5m.	Please refer to Section 4.2
NTA-C14-1037	Concern about old trees and shrubbery in particular over 100 years old are going to be cut down. Currently reduce noise pollution	Please refer to Section 4.9
NTA-C14-1037	Concern about the elevation of our property is going to change drastically if the lower end of the driveway is removed as this will create a very steep gradient.	Please refer to Section 4.11
NTA-C14-1037	Concern about exiting our property is now going to be highly dangerous as we have to crossover three lanes of traffic to turn right. We will probably have to negotiate kerbing and these plastic bollards which are very unsightly. Concern about kerbings used to differentiate the cycle lane from the bus lane as they could produce pedestrian fallings.	Please refer to Section 4.5
NTA-C14-1037	Proposal to solve the traffic congestion on Model Farm Road as they occur twice a day when schools start and finish by using a park-and-ride system using school buses which can be electrified starting from the straight road and linking up with the Model Farm Road through Inchigaggin and/or through the County Hall. This therefore would do away with the parents dropping children to school and collecting all at the same time and traffic problem would be solved.	As part of the next stage of the route development we will assess the traffic movements to determine whether additional bus facilities are required.
NTA-C14-1037	You have put up fake trees into Patrick Street to soak up the carbon dioxide and I have heard that this is a failure and they are going to be removed.	Please refer to Section 4.12
NTA-C14-1042	Complain about the changes made to benefits cars drivers which has negative impacts on BusConnects.	Please refer to Section 4.7
NTA-C14-1042	Proposal of new bus gate in front of Coláiste Choilm because if not school traffic would block buses.	Please refer to Section 4.13
NTA-C14-1042	Request that a bidirectional cycle lane is proposed on one side of the road and leaving the other purely as a footpath, akin to the current cycle lane on South Mall, Parnell Place or the North quays in the city centre.	Please refer to Section 4.6
NTA-C14-1042	Cycle lanes require physical structures to separate them from motor vehicle traffic as previous experiences throughout the city have shown that without physical protection, both cycle and bus lanes will be abused as parking spaces.	Please refer to Section 4.6
NTA-C14-1042	Proposal of a second cycle link between the city centre and Ballincollig should be considered at this point. Rather than running along Model Farm Road, this should be routed along Carrigrohane straight road, with the current combined space being replaced by a purpose built, segregated two-way cycle lane. Model Farm Road seems unsuitable as a transit route from Ballincollig to me.	Please refer to Section 4.6
NTA-C14-1042	Proposal of incorporating sturdy physical barriers in bus gates, any bus lanes, priority signal systems, etc to prevent motorists from entering public-transport only areas.	With regards to 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-C14-1042	There are positive aspects in the updated version with the replacement of Poulavone Roundabout with a regular intersection, the long overdue rebuilding of the bridge over the Curraheen river. Fully support BusConnects and hoping it gets implemented soon.	Please refer to Section 4.3
NTA-C14-1079	Disagrees that cycle lanes are required on Model Farm Road as Carrigrohane Road has a more gradual incline and it is more used by cyclists than Model Farm Road as it has hills and currently it is not that much used by cyclists and new lanes wouldn't increase the number of users.	Please refer to Section 4.6
NTA-C14-1079	Request of the studies undertaken on this project to base the traffic counts/predictions.	Any request for traffic studies or traffic count data will need to be specifically requested in writing to the NTA.

Reference	Statement	NTA Response
NTA-C14-1079	Concern about the proposed bus gate on the Model Farm Road - I predict it will cause massive traffic jams along the Carrigrohane road, Victoria Cross and Dehennys Cross which, in turn, will slow down the buses	Please refer to Section 4.8
NTA-C14-1080	Supporting message to the project as it means reduction in pollution, noise and increase safety for cyclists and pedestrians.	Please refer to Section 4.3
NTA-C14-1082	Concerns on the overlap with STC E corridor and the potential future route of the proposed Cork LRT route. What is the extent of 'future-proofing' between the two schemes	Please refer to Section 4.7
NTA-C14-1082	The property already experiences a certain amount of noise pollution from the road, with the proposed land acquisition it would result in an increase in noise	Please refer to Section 4.12
NTA-C14-1082	Impact of the scheme on the value of the property was raised previously as was the potential impact on visual amenity	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. Visual amenity considerations will be reviewed in the Environmental Impact Assessment (EIA)
NTA-C14-1082	It was queried if the proposed new access arrangement would lead to safety issues at the site, as well as a potential loss of parking capacity at the front of the property.	Please refer to Section 4.5
NTA-C14-1082	Is it possible to adjust the alignment to acquire more land from the opposite side - previously raised.	Please refer to Section 4.2
NTA-C14-1092	Concern about the mature walnut tree at Rockboro junction which is marked for removal.	Please refer to Section 4.9
NTA-C14-1094	At Circle K West End Service Station, part of Map 10, there is potential safety concerns as the service station going forward by reason of the introduction of a pedestrian priority area and grass verge to the front of the station, along with a new junction, all of which are likely to have impacts upon the efficient and safe movement of vehicles in and out of the station.	Please refer to Section 4.5
NTA-C14-1094	Very supportive of any scheme that promotes more sustainable forms of transport within Cork City, which will alleviate the pressure placed on the city's roads by cars.	Please refer to Section 4.3
NTA-C14-1095	The proposed new boundary shows possible land acquisition, which they do not consent to any temporary and/or permanent acquisition of any lands that they are currently in ownership of at the site, as this may seriously impact on the day-to-day operations and future viability of what is currently a very busy service station. Any land acquisition on the site boundary have a very significant impact on the site temporarily during any works, with resultant loss of earnings. It will also have permanent and detrimental implications of a significant nature for the station's canopy, fuel signage, fuel infrastructure and the overall operations of the site, as it likely will remove a highly valuable and high profile portion of the property, bringing into question the overall viability of the business at this location.	Please refer to Section 4.14
NTA-C14-1099	There are serious issues with frequency of the 220 Route running East to West, which gets severely delayed in the city centre. Wait times for school children travelling from Model Farm Road to Ballincollig can be 1.5hrs at present, with overcrowding also a factor at peak times	Please refer to Section 4.4
NTA-C14-1099	Concern that the proposal seems to focus primarily on travel from Ballincollig into the City Centre. No attention given to traffic coming in and out and through Ballincollig from Cork County. Transport links to Cork City Centre are important, but probably not as important as links into the Ballincollig (and other similar towns) from outlying residential developments.	Please refer to Section 4.7
NTA-C14-1099	A Ballincollig Movement Plan (transport study) needs to be undertaken to assess the specific needs of the town moving forward. For example, Ballincollig has 3 secondary schools, yet less than 10 out of 2,000 students cycle to school and most days no students cycle - the national schools are similar and the main mode of transport is car. Ballincollig has a large employment base - most employees arrive and leave by car. BusConnects should not operate in isolation with other methods of transport. A Ballincollig Area Movement/Transport Framework needs to be developed in conjunction with the Rail Proposal.	Traffic data has informed the updated proposals and will continue to be reviewed at the next stage of the corridor development. With regards to connectivity to new developments and future corridor, 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. 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-C14-1099	We object to the proposals to take out filter lanes at junctions and have the following concerns: <ul style="list-style-type: none"> Old Fort Road removal of Slip lane: 	Please refer to Section 4.8

Reference	Statement	NTA Response
	<p>This would result in considerable build up of additional traffic at the junction, but may also not provide enough of an angle for large HGV delivery trucks to turn onto Old Fort Road. Slow turning at approaches to junctions by HGVs could hold up traffic, particularly if they need to allow pedestrians and cyclists to clear the junction before proceeding.</p> <ul style="list-style-type: none"> Old Fort Road onto Main Street Slip road: This is a frequently used slip-lane and its removal may lead to considerable traffic build up at the Muskerry Junction. Removal of Right-turn lane onto Old Fort Road (East gate junction): This is a notoriously busy turning lane which takes up high volumes of vehicles off Main Street and to employment, retail and commercial hubs along Old Fort Road. Considerable levels of traffic use this lane to turn right for those travelling to Ballincollig Primary Care Centre and Ballincollig Community Nursing Centre, as well as the 4 schools located on Community Road/Innishmore area. The build up at peak times often results in vehicles joining traffic on the ghost island, and at times, preventing traffic in the left lane from continuing straight on. 	
NTA-C14-1099	Ballincollig Business Association would like to review the research on cycle lane usage that formed the basis of the proposals relating to cycle lanes along Main Street. In particular, details on who uses these lanes, where to the cyclist travel to and from and key times for usage.	The proposed cycle lanes along Main Street are in place to ensure a continuous segregated cycle facility to allow the public to have cycling as a real sustainable alternative. The new cycling infrastructure will be of a significant benefit to the public, business, tourism, education and retail sectors. BusConnects Cork is designed to provide a better bus service for everyone in addition to providing safe cycling facilities along key routes.
NTA-C14-1110	Concern relating to turn Poulavone Roundabout into a signalled junction which could cause safety problems according to numerous studies which highlight the safety benefits of roundabouts in comparison to signalised junctions.	Please refer to Section 4.5
NTA-C14-1110	Proposal of discussing with the Department of Education regarding their educational districts, as a significant part of Ballincollig's congestion derives from their centralisation of education services in Ballincollig. Thus, the current Bus Connect proposal would have little benefit in dealing with congestion in Ballincollig if there is no improvement to the 'School Transport' service offered to Ballincollig's educational hinterland.	This comment is noted. The NTA will engage readily with stakeholders to discuss the proposed corridor.
NTA-C14-1110	Concern that BusConnects would have little benefit as a significant part of Ballincollig's congestion derives from the centralisation of education services and there is no improvement to the 'School Transport' service offered to Ballincollig's educational hinterland.	Please refer to Section 4.7
NTA-C14-1110	Concern that the BusConnects proposal would negatively impact the light rail proposal for Cork City & Ballincollig. I would appreciate if these proposal made clear that the current proposal is only a temporary proposal for lane layout, until the light rail plans are finalized.	Please refer to Section 4.7
NTA-C14-1126	Concern over the bus gate along Model Farm Road (west of Inchigaggin Lane) and the lack of justification for this.	Please refer to Section 4.13
NTA-C14-1126	Concern that the new link road and subsequent diversion of additional traffic onto the N22 Carrigrohane Road would exacerbate existing traffic congestion along a national route. The creation of an additional junction onto the N22 with existing residential properties opposite is a potential traffic hazard and contravenes national roads policy. There is no supporting traffic assessment / road safety audit.	Please refer to Section 4.8
NTA-C14-1126	The proposed link road is proposed through lands within OPW Mapped Flood Zones A and B. There is no Flood Risk Assessment accompanying the proposal. The loss of hedgerows would also have a negative impact on the Biodiversity of the area.	Please refer to Section 4.12
NTA-C14-1126	The proposed link road would involve the destruction of historic field boundaries and historic estate stone walls and thus would have a negative impact on the existing Historic Landscape, including the historic setting of Rockrohan Villa.	Land acquisition in areas of historic value have been reviewed and minimised accordingly. A full review on historic impact will be undertaken in the Environmental Impact Assessment (EIA) in the upcoming stages of the project.
NTA-C14-1126	Proposal to realigned section of Model Farm Road extending from Inchigaggin Lane through to Minister's Cross with a potential Link Road to the Carrigrohane Road facilitating a possible peak hour bus gate system if required. The alternative link road is proposed further west.	Please refer to Section 4.1
NTA-C14-1146	Current bus service is poor, particularly at peak times. Improving this and the price structure would be considerably better value	Please refer to Section 4.4
NTA-C14-1146	The CPO has given a very broad stroke indication of lands to be acquired within the current plan. Estimates based on the proposed lane and path sizes indicate that in some cases the CPO will be significant, bringing traffic almost to the boundaries of houses and lead to significant loss in value of properties. Further to this, the issues of privacy and noise nuisance must be considered. There is no indication as to how this is to be managed.	Please refer to Section 4.2
NTA-C14-1146	During MTU term time, there is congestion on Model Farm Road for 40 minutes (inbound only), where students are driving to college due to lack of accommodation and poor rural bus services. This has not been addressed through BusConnects.	Please refer to Section 4.7

Reference	Statement	NTA Response
NTA-C14-1146	<p>Direct access to MTU from the N40 via the Greyhound track was part of the 2011 Masterplan for the Cork Innovation Park. This would remove the largest portion of congestion from Model Farm Road, allowing other traffic, including buses, to move freely without the massive proposed changes.</p> <p>If you remove the congestion with an alternate solution for MTU – either a dedicated access from the South Link, and/or Park and Ride, this eliminates the need for a bus lane on the Model Farm Road inbound. There is no value in, or justification for, a bus lane outbound.</p> <p>A better route to move the population of Ballincollig by bus would be via the existing main roads of the N22 towards the city - which currently carries the 220x - and the N40 towards MTU. With a local service of smaller buses more regularly along the Model Farm Road, this would meet the commuting requirements of the population better. The N22 is the logical route into the city with minimal impact on residents and minimal CPOs required.</p>	Please refer to Section 4.1 and 4.13
NTA-C14-1146	Proposal about investing more money for improving the actual bus service.	Please refer to Section 4.4
NTA-C14-1146	Concern about the acquired land which would be necessary what would bring traffic almost to the boundaries of houses and lead to significant loss in value of properties. Further to this, the issues of privacy and noise nuisance must be considered. There is no indication as to how this is to be managed.	Please refer to Section 4.2
NTA-C14-1146	<p>Proposal of alternative solution to the congestion in Model Road due to traffic which goes to MTU. It is proposed the access from N44 which was part of the 2011 Masterplan for the Cork Innovation Park or Park and Ride solution as the ones included Cork City Development Plan 22/28, in Classis Lake at the start of 220 bus route. If you remove the congestion with an alternate solution for MTU this eliminates the need for a bus lane on the Model Farm Road inbound. There is no value in, or justification for, a bus lane outbound.</p> <p>A better route to move the population of Ballincollig by bus would be via the existing main roads of the N22 towards the city - which currently carries the 220x - and the N40 towards MTU. With a local service of smaller buses more regularly along the Model Farm Road, this would meet the commuting requirements of the population better. The N22 is the logical route into the city with minimal impact on residents and minimal CPOs required.</p>	Please refer to Section 4.1
NTA-C14-1146	Concern about if cycle lanes will be used and the need for cycle lanes either side of the road.	Please refer to Section 4.6
NTA-C14-1146	While better footpaths are welcome is it questioned if it is necessary footpaths 2m width.	Footpath widths are designed to relevant design standards and guidance.
NTA-C14-1146	Concern about exiting the houses as currently the speed limit is usually exceed and because of the new scheme de distance between houses and carriageways are going to be increased.	Please refer to Section 4.5
NTA-C14-1146	Concern regarding the number of trees that are being felled on every route to facilitate the Bus Corridor route, especially as Cork is to be a Climate Neutral city by 2030.	Please refer to Section 4.9
NTA-C14-1146	<p>Concern about services:</p> <ul style="list-style-type: none"> The drainage on the road is poor; regular flooding occurs to entrances at the bottom of the slope. More thought needs to go into the scope of these works. Overhead wires should run via underground conduits. Irish water works should be integrated, and fibre or other telecom improvements should happen or be facilitated during the work 	Please refer to Section 4.5
NTA-C14-1147	Concern about the aim of the scheme as it is looking forward to reduce the environmental impact as EU aims with its plans, and a lot of trees are supposed to be cut.	Please refer to Section 4.12
NTA-C14-1147	We welcome and support the principle of Sustainable Transport Corridor (STC) E, which will ultimately transform existing connections between Ballincollig, a key urban town and city growth area, with Cork City Centre	Please refer to Section 4.3
NTA-C14-1147	The existing proposed route has the potential to unlock a strategic long term growth area, but in its current proposed format is not fully aligned with Cork City Council's strategic land use and growth objectives. We understand that adjoining landowners are proposing an alternative route which would run to the south of the Model Farm Road and which eliminate the need for Bus Gates and the link road between Model Farm Road and Carrigrohane Road. This alternative route will traverse our lands and we would support its development as it would facilitate the development of these strategic land	Please refer to Section 4.1
NTA-C14-1155	Disagreement with the removal of bus gates in Ballincollig town centre and the decision to increase car parking spaces as well as with the reduction in bus lanes and their replacement with either signal control priority (or bus gates on Model Farm Road) will in my view reduce the efficiency and reliability of the bus service along the route.	Please refer to Section 4.7
NTA-C14-1155	Support to the link road from Model Farm Road to the N22 Carrigrohane as it directs vehicle traffic away from Model Farm Road during the period of operation.	Please refer to Section 4.3
NTA-C14-1155	Support to two-way cycle lanes as directly as possible between Ballincollig and the city centre. Also, the use of quiet street treatment through Mardyke Walk and the incorporation of a new cycle bridge from Sunday's Well Road to Western Road is all very welcome.	Please refer to Section 4.3
NTA-C14-1155	It is unfortunate that the proposal to construct a pedestrian bridge on the grounds of UCC adjacent to Donovan's Bridge has been removed and replaced with restrictions on vehicular movement on the existing bridge.	Please refer to Section 4.7

Reference	Statement	NTA Response
NTA-C14-1155	As a motorist, the main roads along the Ballincollig STC are currently nearly impassable at rush hour in the morning and evening, and are very busy even at off-peak times. An increase in public transport use and a reduction in private car use represent the only solutions to the current traffic problems.	Please refer to Section 4.7
NTA-C14-1155	Encouraging measures that would guarantee children to walk and cycle to their local school and local sports fields.	Please refer to Section 4.15
NTA-C14-1158	Preference would be that an interconnection for the cycle lane from the regional park to the city is completed first before major changes to infrastructure	Please refer to Section 4.6
NTA-C14-1158	Main issues currently with buses are the resources and management, rather than the route so this should be prioritised first.	Please refer to Section 4.4
NTA-C14-1161	The provision of dedicated cycle paths for almost the entirety of this scheme is very welcomed, as existing paths are not continuous and can feel dangerous when sharing the road with cars travelling between 30-60kph. It makes good sense to route cycle lanes along the main road so a high percentage have access to these paths and can use them to travel for various reasons. I am particularly pleased to see the inclusion of the uphill (inbound) cycle lane between West Village and the Oriel House as cyclists currently share the bus lane with taxis and buses travelling at faster speeds. I would like to see cycle paths that are at least 2m wide so parents can cycle adjacent to their children and also to allow people cycling to be able to overtake one another on the cycle paths.	Please refer to Section 4.3
NTA-C14-1161	I routinely pass several 220 bus services that are held up in congestion along Main St, particularly outbound in the evenings between Rosewood Estate and Eastgate. The 220 is a much admired service in Ballincollig and I would like to see steps taken to ensure that congestion does not impact destination times for buses.	Please refer to Section 4.4
NTA-C14-1164	The corridor at Poulavone (Map 15) the existing entrance to our land seems to be sterilised and blocked. We request the entrance to be maintained and the scheme designed to cater for this.	Please refer to Section 4.11
NTA-C14-1172	The land located south of Model Farm Road between Ballincollig and the western City suburbs (part shown in Map 18) has been identified as the strategic long term growth area 'The Lands Between Ballincollig and the City' within the Cork City Development Plan 2022-2028. The objective for such land is to secure the long-term strategic growth of Cork City in a compact and consolidated manner. The legal boundary illustrated on Map 18 is not accurate but there are no objections to the work on lands within their ownership. Option A: These lands would integrate with STC E and an access to the west of the landholding adjacent to the proposed realigned Carriganarra Road-Model Farm Road junction is proposed. A second entrance is proposed to the east via Scotch Lane to the adjacent dwelling. Option B: We note that the provision of the new road linking Model Farm Road and Carrigrohane Road will be challenging from an environmental and heritage perspective, given the location of the proposed route within a sensitive landscape which is at risk of flooding. The alternative route through our clients' lands and which we understand has the support of adjacent landowners, will face none of these environmental or heritage constraints and will align with the strategic land use vision for the area as outlined in the City Development Plan.	Please refer to Section 4.1
NTA-C14-1195	For cyclists going from Main Street Ballincollig to N22 Carrigrohane (going east), have the cycle lane avoid going through the cross road and go closer to the Bridgewater entrance.	Please refer to Section 4.6
NTA-C14-1198	In support of the scheme submission - critical that Model Farm Road has a cycle track and footpath proposed as its currently extremely dangerous for cyclists and pedestrians.	Please refer to Section 4.3
NTA-C14-1199	Covered by Submission NTA-C14-1126.	Refer to Submission NTA-C14-1126.
NTA-C14-1222	Beneficial to introduce traffic calming / traffic restrictions on Inchigaggin Lane, with the new link road between Model Farm Road and Carrigrohane Road. Currently Inchigaggin Lane is used as one of the few connections between Model Farm Road and Carrigrohane Road for vehicles, pedestrians and cyclists and as it is narrow with no footpaths, it can be extremely dangerous. With the new link road being constructed, this presents an opportunity to restrict through traffic on Inchigaggin Lane or introduce suitable traffic calming measures making it safer for pedestrians.	Please refer to Section 4.1
NTA-C14-1222	Current proposal would lead to traffic queuing on Inchigaggin Lane due to traffic signals between the junction of Inchigaggin Lane and Model Farm Road, blocking entrances to properties.	Please refer to Section 4.11
NTA-C14-1233	In support of the scheme submission - avid cyclist. Believes children will be able to safely cycle without parental protection with the current plan.	Please refer to Section 4.3
NTA-C14-1251	Cycle lane and footway widths - concern over 4m cycle lanes and footways (2m either side). Where is the research to show that proposed widths would be required? Cyclist preferred route would be to use the Carrigrohane straight to avoid hills.	Please refer to Section 4.6
NTA-C14-1252	Cycle lane and footway widths between Scotch Lane to Poulavone Roundabout. Where is the research to show that proposed widths would be required.	Footway and cycle widths are designed to relevant design standards and guidance.
NTA-C14-1252	Between Scotch Lane to Poulavone Roundabout - Cyclist preferred route from western area to town is via Carrigrohane Road. Topography of section unsuitable for cyclists due to 2 hills.	Please refer to Section 4.1
NTA-C14-1252	Many properties greatly impacted but others with minor impact which could be eliminated by reducing cycle lane and footpath widths to 1.9/1.8m.	Please refer to Section 4.2
NTA-C14-1255	Lack of bus stop / bus routes to new build housing estates, which has been achieved in other towns by local links.	Please refer to Section 4.4

Reference	Statement	NTA Response
NTA-C14-1255	Proposal to use the no man's land near Daffodils Fields at Poulavone junction and to move back the railings so houses are not affected on the other side of the road.	Please refer to Section 4.2
NTA-C14-1255	Shifting the Poulavone roundabout to a signalled crossing will cause more traffic. Instead change left lane coming from Southlink to Poulavone roundabout as a ballincollig lane only. This will allow free flow of traffic around roundabout and into Ballincollig.	Please refer to Section 4.1
NTA-C14-1263	I support Bus Connects Cork as a necessary means of achieving our obligations to reduce the carbon footprint of transport in Ireland. The Bus gate on College Road is a welcome development.	Please refer to Section 4.3
NTA-C14-1263	Concern of giving priority to motor traffic at bus stops e.g. Ballincollig Map 3 by Lisheen woods and those on Maps 5,6,8,9 etc. Concerns over narrowed cycle lanes that bus passengers have to cross, creating a pedestrian-cyclist conflict. Bus stop by Lisheen Woods has hatched road area and no room for full bus island.	Please refer to Section 4.13
NTA-C14-1263	Concern over junction style - experimental unproven Dublin style throughout, not international best practice of Dutch style junctions as used in Netherlands, UK, Finland etc.	Please refer to Section 4.8
NTA-C14-1263	Removal of one of the few existing segregated cycle lanes, on Donovan's Road, giving bus and motor traffic priority over cycling. No new pedestrian bridge on Donovan's road over the river, giving bus and motor traffic priority over pedestrians.	Please refer to Section 4.6
NTA-C14-1280	I support the addition of bus lanes/ cycle lanes and the reduction of car traffic lanes to facilitate a better balance of transport options in cork	Please refer to Section 4.3
NTA-C14-1285	Poulavone Roundabout - Inchaggin Lane section of the proposed route is 1.4km long and it is our belief that this development is over excessive as millions will be wasted acquiring land, removing and rebuilding walls, replacing hedges and destroying mature trees.	Please refer to Section 4.2
NTA-C14-1285	No studies have been presented to provide a future requirement for cycle lanes at Poulavone Roundabout - Inchaggin Lane. Many committed cyclists on our resident's association state their preferred route is through Carrigrohane Road, locally known as 'Straight Road' as it is flat. MTU cyclists use Carrigroane Road and Inchaggin as their preferred route. This should be reviewed with the greenway at Rossbrook to create an easy cycle access to MTU.	Please refer to Section 4.1
NTA-C14-1285	If the cycle lanes are to be implemented, 13m are required. If the footpaths and cycle lanes sizes were slightly reduced, many houses would not be impacted and a lot of money and upheaval for the community would be avoided	Please refer to Section 4.6
NTA-C14-1285	Model Farm Road - West - the proposed bus gate has been met with mixed responses. The main concern is that traffic will be forced onto Carrigrohane Road and there will be congestion at Carrigrohane Road and Iniscarra Road junction. This must be addressed in the next proposal. All current congestion at Poulavone roundabout is from traffic heading to Iniscarra Road.	Please refer to Section 4.8
NTA-C14-1285	How will the bus gate be managed? Camera monitoring with no barriers seems futile.	Policing of bus gates and enforcement of compliance with these measures will be a matter for An Garda Síochána.
NTA-C14-1285	If careful planning was put into place the 220X route that takes the bus in the Carrigrohane Rd and directly into the city could be utilised better, leading to a more efficient use of the route along with the 220 routes. An established park and ride area in Ovens/Ballincollig would improve the incentive for people to use the bus going into the City, UCC, MTU and CUH. The N40 and the 220X bus route could be used in this scenario along with a direct bus to MTU at peak times thus reducing traffic congestion and incentivising bus users. To improve matters on the road, the bus stop heading East at Hilton should have a dish made so the bus can pull in off the road and not impact cars heading East as it currently does. This has been catered for very well at the bus stop outside Carrig Tur heading West at the Poulavone Roundabout.	Please refer to Section 4.4
NTA-C14-1298	At Rendezvous, Dennehy's Cross and Mount Mercy, concerns over gradients between road and houses and that existing subsidence will deteriorate further.	It is noted that as the design progresses, and more detailed 3D models are produced, impacts on driveway gradients and access will continue to be reviewed with changes incorporated if appropriate.
NTA-C14-1298	Safety concern at junction by Bishopstown Avenue as there are 3 pedestrian crossings, access and egress to houses in this area is already challenging. Proposals increase danger and risk. Concern there is still no pedestrian crossing near Mount Mercy.	Please refer to Section 4.5
NTA-C14-1298	Loss of trees and old ditch located at Laurel Bank	Please refer to Section 4.9
NTA-C14-1298	Concern that the location of new bus stop above Beantown doesn't make sense.	Please refer to Section 4.13
NTA-C14-1299	I am very much in favour of the proposals on this corridor. I would like it to go ahead as planned.	Please refer to Section 4.3
NTA-C14-1305	We are concerned about pedestrian safety re crossing a very busy wide new road. We would like information about pedestrian crossings near our estate.	Please refer to Section 4.5

Reference	Statement	NTA Response
NTA-C14-1305	We are concerned about frequency of buses. Often buses are full. Bus timetables are not realistic at times.	Please refer to Section 4.4
NTA-C14-1305	Concern on how to get to Wilton from Model Farm Rd by public transport. Buses don't go directly to Wilton. Bus routes need to connect better.	Please refer to Section 4.4
NTA-C14-1308	Safety concerns for the following: <ul style="list-style-type: none"> Retain roundabout at junction College Road and Magazine Road (Map 29) as this will be safer and keep traffic flowing Retain uphill cycle way on Donovan's Road Junction on Map 15 should be replaced with roundabout, prioritising pedestrians and cyclists All cycle tracks must be grade-separated and physically protected, as well as being continuous strips 	Please refer to Section 4.5
NTA-C14-1308	Tree planting should be undertaken on Model Farm Road where there is a severe lack of greenery.	Please refer to Section 4.9
NTA-C14-1336	Concern about just owners affected have received the project proposal but not all the affected residents.	Copies of the Sustainable Transport Corridor Preferred Route Option Brochure were available to the public at the Public Information and Community Forum Events, and the Brochure is available for downloading from the BusConnects website. https://busconnects.ie/cork/
NTA-C14-1336	Concern about Model Farm's length affected by Bus Gates and the queueing starting's.	Please refer to Section 4.8
NTA-C14-1336	Asking if it will be possible to drive through Model Farm's road in peak time with medical equipment.	Please refer to Section 4.5
NTA-C14-1336	Asking if it has been taken into account traffic congestion at Poulavone roundabout.	Please refer to Section 4.8
NTA-C14-1344	Map 21. The tie in with the Curragheen loop cycle way needs consideration. It is not useful in the current configuration as most users tend to head east (towards Melbourne Rd) from here. Map 22. Suggestion that the toucan crossing should be west of the entrance to Rossbrook - this follows the natural travel line for pedestrians using the loop. Map 24. Suggestion about turning the corridor from Kenley Close junction to MTU into a quieter road Map 25. Suggestion about implementing safety measures for bus and cycle lanes while school drop of/collection times Map 32. Suggestion about adding a cycle track south, as cyclists would slow down buses along Donovan's road	Please refer to Section 4.1
NTA-C14-1357	Suggestion to extend the corridor to include 2 cycleways from Ovens Bridge Bus Stop (ID: 325151). It is also suggested to include car and bicycle parking at the beginning of the corridor to enable users to commute from car/bike to bus, while it is advised with new corridor it won't be possible to commute on this area as car parking area is going to be replaced by the new bike paths.	Please refer to Section 4.1
NTA-C14-1357	Suggestion for not allowing private vehicles to use lanes (bus lanes) at junctions as turn-left lanes as it could cause drivers to disturb bus traffic. It is proposed, if the dual use is maintained, using physical separation or cameras to control it	Please refer to Section 4.1
NTA-C14-1357	Supporting message to the project as it will help bus and bike users	Please refer to Section 4.3
NTA-C14-1357	Suggestion about not being necessary the turn-right lane in Map 23 junction so the trees are not cut down	Please refer to Section 4.1
NTA-C14-1357	Concern in kinks not soft enough for users with limited mobility	Accessibility for vulnerable road users safety will be assessed through a Road User Audit, Road Safety Audit (RSA) and Disability Audit of the entire route.
NTA-C14-1361	The inability to access frequent public transport is extremely frustrating. The 233 Macroom stops near my family home but this is an informal stop, not noted on the official route. The bus would not stop there regularly and sometimes not at all. I would also welcome engagement on how to improve and regularise the 233 bus route and if possible link the Ballincollig corridor up with wider rural areas.	Please refer to Section 4.4
NTA-C14-1361	People rely on lifts to Ballincollig to Clashes Lake and commute to Cork City from there, but with no park and ride facilities, this can only be done by being dropped off. I think it is essential that park and ride facilities are developed as part of the Ballincollig corridor development for surrounding rural communities.	As part of the next stage of the route development we will assess the traffic movements to determine whether additional bus facilities are required.
NTA-C14-1361	Foot paths to bus stops in rural communities should also be looked at such that people can access bus stops safely. It is baffling to me that in 2023 rural areas outside the immediate vicinity of Ballincollig can not access safe public transport and walkways and cycle ways must be considered alongside future bus route development.	Please refer to Section 4.5
NTA-C14-1401	Due to the land acquisition, the private parking would be reduced and it would be more difficult to park here even could not be possible, what would mean insecurity problems, more discomforts doing daily matters.	Please refer to Section 4.10

Reference	Statement	NTA Response
NTA-C14-1401	The current proposal would mean that wheelchair access would be more difficult as it should start at the footpath	Accessibility for vulnerable road users safety will be assessed through a Road User Audit, Road Safety Audit (RSA) and Disability Audit of the entire route.
NTA-C14-1401	Currently there is a wall along the front of our property with gated splayed entrance for vehicles. With scheme it will be removed resulting in us having to drive out onto the footpath before we would be able to see the road thus resulting in interrupted sightline. When exiting our property there is a junction where cars used cycle lane while there are cars which are going to turn right to Rosewood Estate, what gets cars closer to our house. New Scheme with wider cycle lane will result in cars using the cycle lane to drive on.	Please refer to Section 4.5
NTA-C14-1401	New scheme will cause pedestrians, cycles and cars closer to our front door what could cause anti-social behaviour, damage and littering to property.	Social implications will be reviewed in the future stages of this project.
NTA-C14-1401	Our main living quarters are situated to the front door of our home and due to traffic it will result in noise volumes, air pollution, vibration, sleep deprivation, etc.	Please refer to Section 4.12
NTA-C14-1401	Being closer to pedestrians who have a bad behaviour would be unsafe for us	Please refer to Section 4.4
NTA-C14-1402	The scheme would affect the limestone wall which would be difficult to restore in another position	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.
NTA-C14-1402	The entrance to property C, has a splayed section of the limestone wall at its entrances which allows sightlines. If the boundary is moved is not possible to preserve sightline at the same time as allowing to park.	Please refer to Section 4.10
NTA-C14-1402	There's an old tree between points X and Y which would be affected and would be very difficult to maintain if the wall is moved.	Please refer to Section 4.9
NTA-C14-1402	There's a sewer junction that would be affected and would need to be replaced within the private land as it can't be located in public space	Please refer to Section 4.2
NTA-C14-1402	The electricity supply for the three properties comes from an ESB pole at point Y which would need to be replaced	This comment is noted. In addition, all affected or impacted utilities and services will be assessed and where required these will be updated and safely relocated to suit the BusConnects proposals.
NTA-C14-1402	Under the footpath runs a significant air trunk fibre optic service cable as well as there's a manhole which should be replaced.	Please refer to Section 4.7
NTA-C14-1402	New steel lighting were installed at points X and Y which should be replaced.	Please refer to Section 4.7
NTA-C14-1403	Paper copy of comments covered in submission NTA-C14-650	Refer to Submission NTA-C14-650.
NTA-C14-1404	Due to the current proposal my vehicle access entrance and boundary wall will be removed. This will result in traffic moving closer to my property. As I use this vehicle access to leave a van and ladders due to my job this could be dangerous for pedestrians as well as less space to park.	Please refer to Section 4.2
NTA-C14-1404	When the road was previously made wider it took land from our property. With the current scheme it is necessary to take more land from it and I consider it unfair. Footpath is currently wide enough and in some sections of the scheme it is narrower than the proposed width in the scheme.	Please refer to Section 4.2
NTA-C14-1404	Concern about structural damage due to subsidence	It is noted that as the design progresses, and more detailed 3D models are produced, impacts on driveway gradients and access will continue to be reviewed with changes incorporated if appropriate.
NTA-C14-1404	Traffic coming closer to my home will increase noise and pollution levels.	Please refer to Section 4.12
NTA-C14-1404	With footpath being closer to my house pedestrians noise will affect my health.	Please refer to Section 4.15
NTA-C14-1404	It is planted laurel hedging which gives privacy and prevents trespassing into my property which will be affected.	Please refer to Section 4.2
NTA-C14-1405	A letter was received on 28/03/23 due to the owners are affected by the project. This letter was referred to a previous letter that wasn't received due to the house was being built at this moment and according to law NTA had to contact with the owners which are worried about land acquisition.	Please refer to Section 4.2
NTA-C14-1406	the boundary wall cannot be moved and placed over the foundations as they cannot be surcharged	Please refer to Section 4.2

Reference	Statement	NTA Response
NTA-C14-1406	Our property required both east and south elevations both resembling the front of the dwelling house. Therefore, the existing boundary wall must be retained in order to maintain access to our front door on the southern elevation. Changes to the boundary wall would prevent access to our front door and to our side and back garden, shed, waste disposal, etc.	Please refer to Section 4.2
NTA-C14-1406	The off-street car parking space at our home would be inaccessible with the current scheme	Please refer to Section 4.10
NTA-C14-1406	Any changes to our property or the boundary wall would devalue our property.	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.
NTA-C14-1406	Loss of our garden	Please refer to Section 4.2
NTA-C14-1406	Removing side access would mean a second door in Model Farm Road with level differences which is impractical and not acceptable	Please refer to Section 4.11
NTA-C14-1406	Loss of light and increased noise impact	Please refer to Section 4.12
NTA-C14-1406	The entrance to Vailima contains a many utility services. There is a large attenuation area in a cell formation that is located in the south east corner of the entrance to Vailima. The attenuation of the storm water discharge from Vailima was a condition of planning permission. There is no room to realign the layout of these services and it is not feasible to construct a new boundary over services	Please refer to Section 4.2
NTA-C14-1407	There won't be space to park outside our door.	Please refer to Section 4.10
NTA-C14-1407	There won't be privacy due to the bus stop and children will sit on our steps.	Please refer to Section 4.5. A review has been undertaken to update bus stop locations to reduce the impact on property owners.
NTA-C14-1408	If there's no more bus drivers the bus service wont be faster.	Please refer to Section 4.4
NTA-C14-1408	Confusing name as transport corridor could be thought as new bus routes	Please refer to Section 4.7
NTA-C14-1408	It is no worth taking away parking spaces and cutting trees to reduce journey time by 5 minutes	Please refer to Section 4.10
NTA-C14-1408	It is no worth taking away parking spaces and cutting trees to reduce journey time by 5 minutes	Please refer to Section 4.9
NTA-C14-1408	I would be much more supportive if the corridors were for LUAS	Please refer to Section 4.7
NTA-C14-1409	Good to see cycle lanes to city	Please refer to Section 4.3
NTA-C14-1409	Like the fact that Inchigaggin lane junction is safer.	Please refer to Section 4.3
NTA-C14-1409	Happy the bus from Ballincollig is prioritised.	Please refer to Section 4.3
NTA-C14-1410	Looking forward to seeing it implemented	Please refer to Section 4.3
NTA-C14-1411	Concern about how much land I will lose	Please refer to Section 4.2
NTA-C14-1411	Concern about trees loss	Please refer to Section 4.9
NTA-C14-1411	Concern about driveway slope	Please refer to Section 4.11
NTA-C14-1412	From Leo Murphy Road to Poulavone roundabout existing cycle lanes and footpath have enough capacity.	Please refer to Section 4.1
NTA-C14-1412	From leo Murphy Road to Poulavone roundabout due to the proposed changes and restrictions traffic flow will decrease.	Please refer to Section 4.8
NTA-C14-1412	In the future traffic and bus needs will happen on the Killumney Road	Please refer to Section 4.4
NTA-C14-1412	From leo Murphy Road to Poulavone roundabout two bus stops have been place within 300m which will cause buses go slow	Please refer to Section 4.4
NTA-C14-1412	From Leo Murphy Road to Poulavone roundabout the exiting toucan crossing has been removed and the new ones won't service the needs as the exiting one	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.

Reference	Statement	NTA Response
NTA-C14-1412	Changing the lead in bus lane to the new junction at Poulavone would reduce land acquisition	Please refer to Section 4.2
NTA-C14-1412	As the project is going forward it is affecting my mental wellbeing	Please refer to Section 4.15
NTA-C14-1413	Land acquisition causes a significant impediment to the use of the property and how it functions as an accommodation complex	Please refer to Section 4.14
NTA-C14-1413	Because the new lanes it would be more dangerous to enter and exit the property	Please refer to Section 4.5
NTA-C14-1414	It is proposed a new entrance to the Commercial Park via Cork Business and Technology Park	Please refer to Section 4.1
NTA-C14-1415	It is proposed a new entrance to the Commercial Park via Cork Business and Technology Park	Please refer to Section 4.1
NTA-C14-1416	The toucan crossing after the junction of Whitethorn Drive is positioned at my driveway entrance. The raised crossing will be dangerous when I am exiting my house. The current crossing is at the Manor Hill junction and it doesn't interfere with any house.	Please refer to Section 4.5
NTA-C14-1416	The 24 hour route will disturb my sleep because noise and light from buses.	Please refer to Section 4.15
NTA-C14-1416	The cycle lanes should be arrowed for direction as cyclists use our side of the road against traffic direction	Please refer to Section 4.6
NTA-C14-1451	Paper copy of comments covered in submission NTA-C14-1126	Refer to Submission NTA-C14-1126.
NTA-C14-1489	There's a problem uploading the submission	Comment noted. If further attempts fail then please submit your statement by post to 'National Transport Authority, Harcourt Lane, Dun Sceine, Dublin 2, D02 WT20'.
NTA-C14-1490	Complain about the lack of communication	A media campaign has been ongoing to provide the public with information on the proposals. Additional non-statutory public consultations will be carried out to present these revised designs to the public. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held.
NTA-C14-1490	Even outbound bus lane is eliminated, there's the same land acquisition	Please refer to Section 4.2
NTA-C14-1490	It is proposed to take lands across road from Merton Lodge which are commercial premises and have land.	Please refer to Section 4.1
NTA-C14-1490	With the current scheme will lead to a chicane effect on this part of the Model Farm Road. It is proposed commencing the Bus lane at the junction to Bishopstown park going eastwards to Dennehy's Cross The current revised proposal, by building on the original proposal, has compromised this latest effort and instead should have been completed afresh without any bias from the original flawed exercise.	Please refer to Section 4.8
NTA-C14-1490	The developers of the land in Merton Lodge availed of a reduction in the purchase price which is directly attributable to this scheme.	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.
NTA-C14-1491	The proposed loss of three meters of my parking frontage will result in a loss of a third of my customer parking. It could affect the ability of my customers to safely turn in order to exit my dental premises. As I have previously stated, I have a large cohort of elderly patients and wheelchair bound. These people cannot use public transport. They need to park inside my practice parking lot without having to cross the public road.	Please refer to Section 4.5
NTA-C14-1491	The NTA proposal will seriously undermine the value of my practice and in all probability make it unsalable so NTA should consider buying my commercial property.	Please refer to Section 4.14
NTA-C14-1491	There appears to be ample room directly across the road at the site of the former Dennehy's Cross Garage and the Holy Spirit church grounds in order to maximise acquisition on that side and minimise reduction on the residential side of the road.	Please refer to Section 4.1
NTA-C14-1492	Exiting drive will be a problem.	Please refer to Section 4.11
NTA-C14-1492	Excessive width of cycle lane.	Please refer to Section 4.6

Reference	Statement	NTA Response
NTA-C14-1492	Traffic vibrations could damage property foundations (house built on limestone and mudstone)	The Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the corridor will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the route.
NTA-C14-1493	I believe it will impact my property hugely and completely devalue the said property .	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.
NTA-C14-1493	I have huge concerns re my ability to park my car	Please refer to Section 4.10
NTA-C14-1493	My lovely stone wall would have to be taken impacting my front garden hugely	Please refer to Section 4.2
NTA-C14-1493	I do not feel there's a need or desire for cycle lanes on the Model Farm Road	Please refer to Section 4.6
NTA-C14-1494	In the Model Farm Road, Lynwood Estate, it is located the bus stop 2418. There is no pedestrian crossing from one to the other side, no covered bus station to protect waiting people from the rain. Please build a pedestrian crossing and a bus station there to protect from the rain.	Please refer to Section 4.5
NTA-C14-1495	The residents of the existing 26 House located at Leevue Carrigrohane & St Mary's Place Carrigrohane, are writing to express our safety concerns regarding accessing and egressing our properties with the current junction lay out. On exiting our houses you are either blocked by a large queue coming from Church Hill pulling on to the Carrigrohane Road or if the traffic is light the speed vehicles cross the blind junction puts both drivers and pedestrians in danger. We feel that the proposal of this bus corridor via Model Farm Road and the subsequent increase in traffic volumes traveling down Church Hill will require significant improvement and introduction of safety measures to the junction.	Please refer to Section 4.5
NTA-C14-1495	Please note this is my utter refusal and total objection to "any" interference or alteration of any description to any part of my property.	Please refer to Section 4.2
NTA-C14-1497	I write to put on record that I will not allow any interfere, of any sort to my property! I am a single mother of 5 daughters- who has survived recession, among other life events to keep my home - for myself and my kids! I am NOT allowing anyone or any organisation or institution to take/obstruct or change in any way, any part of the above the family property.	Please refer to Section 4.2
NTA-C14-1498	We are still unable to be informed as to the extent of the potential CPO of our lands and specific measurements as requested.	Please refer to Section 4.2
NTA-C14-1498	Removal of the trees and shrubbery will devalue our property and return it to the original state that I purchased it in 2000.	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.
NTA-C14-1498	Moving the road closer to our property will increase noise levels and with the trees and shrubbery gone there will also be less to absorb the noise.	Please refer to Section 4.12
NTA-C14-1498	Will we need to reposition the bay area of our entrance gate to accommodate access to our property is still unclear and also the rebuilding of the exterior wall with the same stone that the rest of the wall that remains is still unclear.	Please refer to Section 4.2
NTA-C14-1498	Our property would be devalued due to a potential CPO hanging over it, also the buyer pool would be drastically reduced due to the proposed bus only routes at peak times.	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

Reference	Statement	NTA Response
		properties and provide for mitigation measures including for the construction of new boundary walls. 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-C14-1499	Land acquisition comments, which is covered in submission NTA-C14-574	Please refer to Section 4.2
NTA-C14-1500	Ballincollig has 2 major roads: Main rd. and Killumney rd. Your new proposed route covers only main road and less mobile or older people would have no access to bus to Cork. Number 233 is way too rarely. Proposed new E Route could cover Killumney route too. You can make route E1 (main rd) and E2 (Killumney rd). Both routes will meet in Model farm rd.	Please refer to Section 4.1
NTA-C14-1501	The proposed layout will have a detrimental effect on my site and home along with how my family access & use our property.	Please refer to Section 4.11
NTA-C14-1501	The envisaged works will compromise the structural integrity of the property.	The Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the corridor will include for construction and operational impacts. These impacts will be considered by An Bord Pleanála in their assessment of the route. The construction implications will consider and assess structural integrity of properties where these are deemed to be affected.
NTA-C14-1502	Paper copies of comments covered in NTA-C14-1413 and NTA-C14-1415	Please refer to Submissions NTA-C14-1413 and NTA-C14-1415
Ardbeg Model Farm Road T12WC6T	While I am largely in favour of the scheme, the proposed layout will have a detrimental effect on my site and home along with how my family access & use our property. There a number of key factors, most notably, the topography which needs to be reviewed and considered before this is proposal goes any further. As it stands, the envisaged works will compromise the structural integrity of the property.	Please refer to Section 4.2
NTA-C14-1531	Concerns the removal of the 'Bus Only' section in Ballincollig from the Tesco to the petrol station is due to car parking issues but as there are plenty of car parking spaces nearby, this should be reconsidered.	Please refer to Section 4.13
NTA-C14-1531	Consider upgrading tree planting to become more of an urban realm with additional benches etc. being placed before construction.	Please refer to Section 4.9 and 4.12
NTA-C14-1531	Bus lane times vary, concern that this may lead to confusion and misuse of the bus lanes without Gardai enforcement. Why are there no rising bollards for bus gates?	Signage and road markings will be developed in the coming stages to eliminate confusion and misuse of the bus lanes. With regards to 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-C14-1531	Why has there been a big decrease in CPO's and decrease of km of bus lanes but the cost remains the same? To what degree is the NTA reaching out to councillors or Local Authorities and resident groups? What is the split in submissions from people for / against the scheme?	Please refer to Section 4.7
Submission - corridor E	I received the 2nd round of public consultation. However the bus routes proposed will not improve connectivity to my work place in Hollyhill Cork, coming from Ballincollig.	Please refer to Section 4.7
NTA-C14-1359	Map 15: Most active travel from Ballincollig to Cork City Centre occurs via this intersection and follows the Carrigrohane Rd to Cork City Centre. This route is straight, flat, and already has walking and cycling facilities of moderate quality. Many cyclists coming from the city centre do not use the cycle lane on the E side of the road but continue straight on along the footpath. We recommend development of a bidirectional cycle lane from the existing Poulavone junction at the entrance to Ballincollig to Victoria Cross. The road has plenty of space for this measure. Map 21: The Curraheen Greenway has the potential to provide a high quality greenway connecting Bishopstown-Munster Technological University-IDA Model Farm – Cork County Council-Cork City Centre. A high-quality toucan crossing across Model Farm Rd to provide a continuous N-S offroad route is a vital missing link in the active travel network in this part of Cork City. It should be delivered as a priority, whether part of this scheme or separately.	Please refer to Section 4.1

Reference	Statement	NTA Response
No reference - email received 21.04.2023	I cannot respond clearly to the potential land take because the precise details are not available. I would be concerned about any change to my property, and that the level of my concern would depend on the precise detail of what may be involved. Any re-construction which brought the road traffic (vehicular or pedestrian) nearer to my house would be a significant concern, impacting adversely on my enjoyment of my property. The new map shows a setback which commences at my entrance gate. It was unacceptable on 28.4.22. It is unacceptable now. Flora behind the boundary wall would require removing, which has taken 42 years to build up.	Please refer to Section 4.2
No reference - email received 21.04.2023	College Road - Magazine Road: The volume of pedestrian traffic is low or very low with the volume across the road. Is there need for a footpath on both sides of the road? The current roundabout operates exceptionally well even at peak traffic times. Why fix it when it is not broken?	Please refer to Section 4.1
NTA-C14-889	I live along the E route. I am generally in favour of this scheme and anything that increases public transport.	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-C14-834	Impact on servicing: The Dennehy's Cross Tesco Store (STC E and F) – Delivery vehicles arrive from N40 National Road via R641 Wilton Road and return in the same direction using the Magazine Road/College Road roundabout to the east on Magazine Road to turn, minimising travel distance on the local road network insofar as practicable and removing the need for reversing manoeuvres. This enables delivery vehicles to safely use the existing loading bay on Magazine Road which is critical to the operation of the store. BusConnects proposals include the replacement of the College Road/Magazine Road roundabout with traffic signals. This proposal would prevent service vehicles from utilising the roundabout to return to R641 Wilton Road. The introduction of a Bus Gate on College Road closer to City Centre would mean that service vehicles would be unable to continue on this route to access the National Road Network.	Comments regarding turning movements of delivery vehicles noted. During the next stage of design development, we will review alternative arrangements for HGV vehicles to access the National Road Network. 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 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. By providing the Bus Gate on College Road, priority is given to buses, taxis and cyclists plus emergency vehicles. Alternative routes for general traffic will be directed by signage to divert away to other roads before they arrive at the bus gate.
NTA-C14-834	Tesco Ireland respectfully requests that: <ul style="list-style-type: none"> College Road/Magazine Road roundabout to the east of Magazine Road be reinstated with inclusion of Dutch Style features, or similar, to improve environment for cyclists and pedestrians to make the store accessible for all users safely. Alternatively, a suitable alternative route for HGV traffic is established with all junctions and streets along the route made suitable for articulated vehicles through design, enabling safe movement to and from the store. 	Comment noted. Existing constraints have been taken into consideration at College Road/Magazine Road and therefore the proposed junction will provide bus priority with pedestrian and cycle facilities, improving the environment to cyclists and pedestrians. In this location, there are no significant changes to the carriageway or to HGV turning restrictions at and around the junction to Magazine Road / Victoria Cross Road.
NTA-C14-1176	Iona/Chaplaincy, eastern corner College Rd/College View (Map E31) We are open to further discussions about the proposed land take. (see 1st submission of 03/10/2022) College Rd car park (Map E31) As stated in our 1st submission of 03/10/2022, 'from experience we cannot see a major priority for widening the footpath along the College Road car park. If the NTA wishes to go with a widening, we would need to retain the existing emergency vehicle gate onto College Rd.' In connection with the revised position of the College Road bus gate, we will require maintenance access on occasions and use of this car park gate should be facilitated, if the need should arise (this would be for a short period in an emergency, e.g. works at the regular entrance).	After further design development, the proposals indicate that this property (on the eastern corner College Road / College View) is no longer potentially impacted. Comment noted regarding access to the existing emergency vehicle gate. NTA are in dialog with UCC and will continue to liaise with them regarding this issue to consider alternative arrangements when emergency access is required, if the need should arise.
NTA-C14-1278	A key objective of the BusConnects SPCs should be to reallocate space which has been dominated by private motor vehicles to more sustainable modes of transport. For this reason, we have concerns about the proposed new link road between Model Farm Road and the Carraigrohane Rd (STC E) for general traffic, as this defeats the purpose of reducing road capacity by reassigning road space.	The proposed new link road between Model Farm Road and Carrigrohane Road is proposed to divert general traffic from Model Farm Road when the bus gate is active (in AM and PM peaks). This provides priority to buses, taxis and cyclists by removing general through traffic along Model Farm Road from the bus gate to Poulavone Roundabout.

APPENDIX B
RESPONSES TO SUBMISSIONS COMMON TO MULTIPLE STC'S

Draft

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 Transport in Ireland, the National Development Plan, the Climate Action Plan, the Regional Spatial and Economic Strategy for the Southern Region.	The proposed sustainable transport corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork. The NTA will continue to engage with the relevant bodies to inform them of the views received from the public in relation to requested improvements. The NIFTI encourages the use of active travel and public transport, which are specific BusConnects objectives. A high-level strategic investment priority of the National Planning Framework is 'Protection and Renewal', making best use of existing assets by protecting and renewing existing land transport networks and then maximising its value - this is the objectives of BusConnects as the scheme uses existing networks and improves them where possible, taking into consideration economic, environmental and social impact. 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 Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. The BusConnects plan can facilitate the objectives set out in the National Investment Framework for Transport.
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 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.	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. 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

Reference	Statement	NTA Response
		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 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-C14-569	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 Transport in Ireland, the National Development Plan, the Climate Action Plan, the Regional Spatial and Economic Strategy for the Southern Region.	The proposed sustainable transport corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork. The NTA will continue to engage with the relevant bodies to inform them of the views received from the public in relation to requested improvements. The NIFTI encourages the use of active travel and public transport, which are specific BusConnects objectives. A high-level strategic investment priority of the National Planning Framework is 'Protection and Renewal', making best use of existing assets by protecting and renewing existing land transport networks and then maximising its value - this is the objectives of BusConnects as the scheme uses existing networks and improves them where possible, taking into consideration economic, environmental and social impact. 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 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 Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions. The proposed bus lanes and bus gates, in combination with a more reliable bus service and

Reference	Statement	NTA Response
		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.
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.	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. 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 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-C14-581	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-C14-673	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 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.	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-C14-673	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 been 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. Finbarr's Hospital prohibiting outbound car traffic movements. The result of such measures would be significant re-routing and longer journeys. The reversal of the no entry and the creation of a one-way system, as it appears to be proposed along Ballinlough Road is unnecessary. Minimising rat-running along Ballinlough Road could be accomplished by reversing the no-entry at the eastern end without prohibiting two-way movements along the western end (city end) as far as, say, Bernadette Way. Much of the layout is contrary to DMURS principles with significant visual widening and loss of trees from locations where they are required.	The proposed Scheme aims to implement positive changes to active travel infrastructure, reducing car usage. Therefore, walking, cycling and wheeling will also become a more attractive alternative to the private car through improved pedestrian and cycling facilities. The aims of BusConnects Cork improving bus and cycle measures are to restrict traffic growth by allowing alternatives to car travel, therefore general traffic capacity will not increase. All journeys throughout the Scheme area will still be possible, some with a slight increase in distance. 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 locations 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 for the proposed Scheme and submitted as part of the planning application. The EIAR includes an assessment of potential noise, air and

Reference	Statement	NTA Response
	<p>The general widespread removal of parking provision would result in the relocation of parking to neighbouring housing areas and is contrary to community objectives such as the provision of home zones where children play on streets and green areas adjacent to carriageways.</p> <p>It is unclear whether the proposed parking area adjacent to Rockboro School is feasible. There does not appear to be sufficient space to accommodate the number of spaces shown without significant land take and costly construction. There is a risk that these mitigating measures may never be constructed or would be significantly reduced.</p> <p>It's unclear whether cyclists would be allowed to use bus lanes. It would certainly be more difficult for cyclists to use carriageways if this was implemented. Many cyclists would be significantly impeded using the proposed 1.5 metre wide cycle lane which passes through bus stop passenger standing areas.</p> <p>Residents who chose to live at sustainable city locations would be those most negatively impacted by the proposals and likely to gain the least.</p> <p>Losses may include the ability to own a vehicle which may be required by a resident and it appears that there would be additional traffic movements through the community. This information has not yet been presented.</p> <p>It appears that modelling has not been carried out as yet. It has not been established but one way routes and banning through routes such as Rosebank would result in longer car journeys and are contrary to DMURS layouts which promote permeability and seek to reduce intensity of routing through housing estates.</p> <p>It's unfair that the decision for granting this is not being carried out at local level.</p> <p>The overall design of the routes is extremely wide and is 'highway' orientated is contrary to DMURS, which is mandatory. This approach would likely result in community severance.</p> <p>It's unclear if any alternatives have been considered. Other options which may be more suitable include greater traffic management proposals that may have less detrimental effects on residents. It is unclear whether any assessment has been carried out in relation to actual demand requirements for the level of infrastructure. The overall scheme would result in significant provision of public transport capacity leading to a single location inbound. There's potential for a lot of empty buses particularly during off peak times.</p> <p>No phasing proposals appear to have been provided. It's unclear as to whether it would be applied as a single permission, or would it be split into a number of projects.</p> <p>The construction impacts may be very severe. This has not been presented.</p> <p>Presumably the modelling will be presented to the public at some point including the assumptions made in relation to the changes required to travel behaviour in order to avoid a completely unusable private car system.</p> <p>Conclusion</p> <p>I am concerned about the impact on suburban streets due to potential changes in travel patterns and increased traffic on residential neighbourhood streets. I'm concerned about the approach of asking the public to comment on such an extensive plan within a single period with limited informing data. The impacts have not been highlighted or presented. It has been up to the public to figure it out. I'm concerned that the local elected representatives are not part of the planning process in the context of their position.</p> <p>It appears that a broad brush approach has been taken i.e. pick a general cross-section and apply it to routes including bus lanes whether they are required or not, at all locations. It is clear that many of the refinements from the previous consultation are improvements and would reduce the impact. These are however only modification from the previous consultation material as opposed to considering a complete new approach.</p> <p>As previously stated, no alternative options have been presented for consideration.</p> <p>At local level my main concerns are for the removal of vehicular access to Ballinlough Road from Douglas Road west of St Finbarr's Hospital particularly in conjunction with the adjacent Bus Gate. The removal of parking along Boreenmanna and its likely impact on adjacent areas is also of particular concern.</p>	<p>ecological impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in their assessment of the Scheme.</p>
<p>NTA-C14-772</p>	<p>We need to make Cork a more modern European city. Cork is a beautiful city but it deserves far better public transport and infrastructure. Proper bus corridors and cycle infrastructure are badly needed and can only be the start.</p> <p>It's not going to be easy but if we don't start now, then when?</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>

Reference	Statement	NTA Response
NTA-C14-51	I express my full endorsement of the Bus Connects project, recognizing its crucial role in shifting from car-centric design and urban sprawl to a more interconnected city.	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p> <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.</p> <p>As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p>
NTA-C14-781	<p>It is important that a holistic picture of the transport plans that are under the National Transport Authority is presented to the public as a vision for transport in the city and progressed on a similar timeline to BusConnects. This includes:</p> <ul style="list-style-type: none"> • 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 	<p>Future committed transport schemes will continue to be considered within the design proposals and supporting traffic modelling. The NTA will continue to work closely with Cork City Council and other relevant stakeholders.</p>
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.	<p>Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.</p>
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	<p>Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.</p>
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.	<p>With regard to crossings, a number of new pedestrian crossings are included in the proposed STC to cater for desire lines. Additionally, existing crossing facilities have been reviewed and will be upgraded 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.</p>
NTA-C14-51	Clear signage and enforcement measures, such as cameras or electronic bollards, are needed to prevent motorists from ignoring bus gates.	<p>Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.</p>
NTA-C14-51	All bus stops should have adequate shelters.	<p>Bus shelter provisions will be significantly expanded as part of the Bus Connects plan. A large number of additional bus shelters will be provided in new locations, particularly where connecting services are being provided.</p>

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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 whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate.
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 traffic management proposals on accessibility to Tesco Ireland store for vehicular traffic. It is perceived that access restrictions on East Douglas Road, and prevention of traffic from using R610 Douglas Road inbound during 'peak hours only', is likely to put considerably more pressure on the surrounding traffic junctions, including the Douglas Village Shopping Centre car park and service yard entrances. Disruption to traffic flow into the shopping centre carpark will negatively impact the commercial viability of not just the Tesco store, but all of the businesses located in this complex.	Regarding construction impact, when roads and streets are being upgraded there may be some temporary disruption / alterations to access in certain locations along the Proposed Scheme. Local arrangements will be made on a case-by-case basis to maintain continued access to homes and businesses affected by the works
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

Reference	Statement	NTA Response
		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 policies to improve public transport and to address climate change in Ireland's major urban centres. As a result of providing additional bus lanes and cycleway facilities, properties and existing trees will be affected but measures will be put in place to mitigate these impacts. More information on the BusConnects Cork can be found at the following NTA website - 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 is unconscionable and the fact this project is being pitched as eco-friendly just adds salt to the injury.	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-C14-856	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 disproportionately 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

Reference	Statement	NTA Response
		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 before and after changes belonging to the phase two proposals.	The NTA notes this response. 3D visualisations were produced and shared to aid the understanding of the consultation designs.
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	<p>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:</p> <ol style="list-style-type: none"> 1. Pedestrians 2. People on bicycles 3. Busses 4. Other motorised vehicle traffic (cars, HGVs etc) 	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p> <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p> <p>Pedestrian safety and connectivity has been a primary driver for the Preferred Route Option scheme design. General enhancements are proposed to all junctions along the route to provide a safer environment for pedestrians. These measures include:</p> <ul style="list-style-type: none"> • 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.

Reference	Statement	NTA Response
		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 than 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 policies to specifically improve public transport and to address climate change in Ireland's major urban centres. BusConnects includes 9 initiatives including the building of new bus corridors and cycle lanes. 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 consultation has stepped back its ambitions, but fully support the needed modal changes.	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors.
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 led to a weakened scheme. And while I generally support public participation, in this case there is a lot of NIMBYism around this scheme.	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors.
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 required improvements in public and active transport, while making private car journeys quite frustrating.	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors.

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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 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-C14-137	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 through a short bus gate. Please return to full bus lanes where these have been removed in favour of bus gates in this round of consultation.	The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant. 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

Reference	Statement	NTA Response
		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 commence 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 policies to improve public transport and to address climate change in Ireland's major urban centres. BusConnects includes 9 initiatives including the building of new bus corridors and cycle lanes. The objectives for BusConnects includes the support for the delivery of an efficient, low carbon and climate resilient public transport service, and to enhance the potential for cycling by providing safe infrastructure for cycling. More information on the BusConnects Cork can be found at the following NTA website - 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 opportunities to integrate and connect new cycleway infrastructure to other areas, including greenways, and future planned schemes. Similarly, we will continue to engage Bus Eireann and to inform them of the views received from the public in relation to requested bus improvements.
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

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		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	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

Reference	Statement	NTA Response
	supposed to be used and who has priority resulting in conflicts. Ideally cycling infrastructure should be completely separated from pedestrians.	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: <ul style="list-style-type: none"> • 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.

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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. 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.

Reference	Statement	NTA Response
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 policies to improve public transport and to address climate change in Ireland's major urban centres. BusConnects includes 9 initiatives including the building of new bus corridors and cycle lanes. The objectives for BusConnects includes the support for the delivery of an efficient, low carbon and climate resilient public transport service, and to enhance the potential for cycling by providing safe infrastructure for cycling. More information on the BusConnects Cork can be found at the following NTA website - 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 huge 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 segregated protect cycle lanes for the majority of the route. This will provide a much safer and viable alternative to the car for short journeys, and reduce the over-reliance on private vehicles.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
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	This comment is noted. The NTA will engage with An Post and other services to ensure their concerns are noted.

Reference	Statement	NTA Response
	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.	
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 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.	This comment is noted. Engagement will be ongoing throughout the next design stage to ensure that the final proposal works best for all.
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.

Reference	Statement	NTA Response
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 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-C14-1063	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.	<p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p>
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.	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p> <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through</p>

Reference	Statement	NTA Response
		<p>the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p> <p>Pedestrian safety and connectivity has been a primary driver for the Preferred Route Option scheme design. General enhancements are proposed to all junctions along the route to provide a safer environment for pedestrians. These measures include:</p> <ul style="list-style-type: none"> • 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. <p>The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.</p>
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 would need to be properly enforced, and I worry that they would be abused by car users instead.	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-C14-1089	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.	<p>The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant.</p> <p>Regarding to the enforcement and legislation of the proposed overall Scheme, further supporting enforcement and traffic calming measures will be introduced to ensure compliance with the measures proposed later in the Proposals, through discussions between the NTA and CCC.</p>
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.	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p> <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually</p>

Reference	Statement	NTA Response
		<p>impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p> <p>Pedestrian safety and connectivity has been a primary driver for the Preferred Route Option scheme design. General enhancements are proposed to all junctions along the route to provide a safer environment for pedestrians. These measures include:</p> <ul style="list-style-type: none"> • 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. <p>The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.</p>
NTA-C14-1107	<p>As a resident of cork city, in Ballinlough, and an employee of a business located in the city centre, and student at UCC, I strongly support the proposed measures in this subsection of BusConnects Cork to reduce dependency on private motor transportation, democratise public transport and facilitate more active travel in our neighborhoods and city areas.</p> <p>I urge NTA staff to push a bold vision for public and active transportation in Cork to bring about a sustainable future for our city, in the face of current cost of living and climate crises</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1116	<p>We believe that further consideration must be given to an increased frequency of the Blarney to Ballincollig orbital route and this must take into consideration the relationship between these two areas.</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>
NTA-C14-1116	<p>We have serious concern with the credibility of proposals to divert traffic from Cathedral road through bus gates that will push car-users onto narrow, impermeable roads and create chaos in the city centre at peak hours. Roads like Blarney street and Sunday's Well are not suitable for high volumes of traffic. People who live on these roads could face unsafe conditions when exiting their homes at these times</p>	<p>The impacts of the corridors, on the surrounding road network will be further assessed as part of the traffic modelling exercise which will be carried out during the next design stage, with mitigation measures provided where appropriate.</p>
NTA-C14-1116	<p>We would be concerned that areas in Upper Glanmire will not be served by a bus route – there are huge amounts of development happening here and public transport infrastructure is needed. Futureproofing of plans and potential for expansion should be made clear.</p> <p>We believe the proposals should include upgrade to John O'Callaghan Park and placemaking in Glanmire village to encourage recreation in the area</p> <p>We would raise some concern that there are no proposals to reduce traffic on the Lower Glanmire road</p> <p>We would request consideration of the extension of the Northside orbital route through Glanmire</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>
NTA-C14-257	<p>If we want more cyclists we need segregated paths that are safe and actually lead to destinations, not ending suddenly on a section of dangerous road</p>	<p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p> <p>Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p>

Reference	Statement	NTA Response
NTA-C14-1119	<p>Understanding the positive impact that simply improving the existing bus network service could have. We would all be more inclined to use a bus for commuting if the service was more reliable! Local research undertaken with regular commuters in the Donnybrook and Grange area shows that issues relate to the reliability of the service (bus turning up on time or at all), rather than the length of the journey. People will only move onto buses when they are reliable, frequent, clean and safe! Sufficient buses are needed that allow for suitable frequency on each route and that actually turn up and are maintained properly so that they don't break down. Staff need to be recruited and trained so that there are sufficient drivers and mechanics available, let alone support staff It is understood and appreciated that there will be more tracker information at the busier bus stops to show when the next bus will arrive, as well as more bus shelters Consideration should be given to a fleet of shuttle buses, both for taking children to school and providing access to local stores.</p> <p>A water taxi or ferry service would be a boon to a city which is as much defined by the sea as it is the land. Many of Cork's major population centres are located in proximity to waterways or Cork Harbour, so a form of transportation linking water-based communities would nicely compliment road and rail based public transport.</p>	<p>BusConnects includes many elements to support the New Bus Network and Sustainable Transport Corridors including Implementing a state of the art ticketing system, implementing a cashless payment system, a simpler fare structure, a new zero emissions bus fleet, and new bus stops and shelters.</p>
NTA-C14-1119	<p>The Plan proposes the removal of sections of gardens, the felling of mature trees and, less obviously, the disintegration of hedgerows, all of which will have an enormous impact on both CO2 emissions and biodiversity and thus, limits the Plan efforts be considered sustainable or respecting our current and future environment. Mature trees are not replaceable; they add character, enjoyment, shade, shelter and health benefits for all flora and fauna.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>
NTA-C14-1119	<p>As noted above re bus lanes, cycle lanes must be kept clear, and regulations enforced re illegal parking as well as mandating that deliveries are only undertaken outside peak traffic hours -Just like vehicle users, cyclists must obey the rules of the road and these need to be more enforced - which includes not cycling on foot paths, pedestrian crossing, going through red lights, cycling the wrong way up a one-way street, wearing headphones, etc. -It is noted that all proposed cycle lanes in the Plan will be segregated from vehicular traffic but are they segregated from pedestrians, i.e. clear demarcations between cycle and foot paths? -There is not a legal obligation to wear a helmet or hi-vis clothing while cycling in Ireland. The Road Safety Authority of Ireland recommends cyclists wear both for safety and this should be enacted as law -The Plan notes that where is not possible to have segregated cycle lanes, there will be an option of turning into quiet roads for safer cycling. This is currently being proposed for the Rochestown to Douglas cycle path where on the final section into Douglas, cyclists would be directed up into Maryborough Estate and Lime Trees Road. It is highly unlikely that cyclists would take this diversion</p>	<p>The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.</p> <p>Regarding to the enforcement and legislation of the proposed STC, further supporting enforcement and traffic calming measures will be introduced to ensure compliance with the measures proposed later in the proposals, through discussions between the NTA and CCC.</p>
NTA-C14-1119	<p>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.</p>	<p>Park and ride facilities are being explored as part of the overall BusConnects programme but forms a separate project to the Sustainable Transport Corridors.</p> <p>A Park & 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.</p> <p>Details on this project can be seen here https://busconnects.ie/cities/cork/cork-new-park-ride-sites/</p>
NTA-C14-1123	<p>(CMATS) includes plans for Park & Ride which should be fast tracked to install Park & Ride facilities at</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1132	<p>all strategic entrance points to the City. This would actually help get people out of their cars – assuming</p>	<p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>
NTA-C14-1134	<p>We wish to make sure that you implement sturdy roofs on new bus shelters. These roofs not only feed our pollinators but also clean the air of carbonmonoxyde, cool down the surrounding temperature, and are self-maintaining - all positive aspects for our generation.</p>	<p>NTA Note your comments but will review this in line with the BusConnects Aims to overhaul the current bus system in the Cork region by providing new bus stops and shelters with better signage and bus information.</p>
NTA-C14-1135	<p>this is critical infrastructure that needs to be implemented to ensure that Cork can be a liveable city that people enjoy living in, working in and visiting.</p> <p>We have those issues today in 2023 and with the city expected to double in the next 30 years, we desperately need this infrastructure today so we can avoid some of the issues troubling Dublin</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>

Reference	Statement	NTA Response
NTA-C14-1153	<p>As part of my submission to stage one, I pointed out that the "comprehensive tree planting programme" and the NTA promise that "every tree removed will be replanted as part of the project "were not being delivered upon. While there are some improvements with these new proposals, there is a need to do a lot more to protect urban trees as part of the overall Bus Connects project.</p> <p>We need a comprehensive urban greening plan as part of these proposals. In conclusion, I again welcome the spirit of the Bus Connects plan overall and the STC proposals. However, there is a need to further improve on the meagre tree planting scheme proposed. A truly comprehensive, well-informed tree planting programme that goes above and beyond what is already there is necessary and desirable to ensure that the provision of infrastructure for sustainable transport does not cause the unsustainable removal of urban trees and the overall degradation of the urban realm</p>	<p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>
NTA-C14-1162	<p>I live in Turners cross and it's bus route was usually covered by the 203 and 206, I've reviewed these new routes and I can't find any route that covers these bus routes along Evergreen road, can you confirm that the residents will still be covered with a bus route.</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>
NTA-C14-257	<p>There has been new entrances provided to tramore park including the bridge over the link which are all good. However, it seems to me that only middle class neighborhoods get access despite easy opportunity to link to the park and this connect already existing cycle and walking path that comes from togher and comes out near kinsale roundabout. Their is a tunnel under the road which could connect to the park this way.</p>	<p>The focus of the proposals is the BusConnects Sustainable Transport Corridor. Additional links and access points to the park have not been considered as part of this study.</p>
NTA-C14-1167	<p>Bus Connects will be a vital part of Cork's transit infrastructure in the future. Traffic brought on by private car usage will only get worse without Bus Connects and Cork will be choked in the future unless a significant investment is made into public transport.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1176	<p>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.</p>	<p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>
NTA-C14-1180	<p>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'.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1235	<p>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</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1239	<p>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.</p> <p>Cars choke cities, and a better, more reliable, and sustainable public transport system is desperately needed for the country to meet its climate goals.</p> <p>I urge you to implement this plan, enforce it, and build upon it once it is in place.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1247	<p>Very supportive of overall thrust of BusConnects.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1256	<p>BusConnects is an incredibly important project for the future of Cork, and will be able to tackle emissions, improve citywide mobility, and create a better city for current residents and future generations.</p> <p>Cork has some of the worst traffic in Europe when compared to cities of a similar size – the status quo is clearly not working. It's time to implement a properly functioning public transport network in Cork, of which BusConnects and improvements to BusConnects will play a highly significant part.</p>	<p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>
NTA-C14-260	<p>I am very much in favour of more dedicated bus and cycling infrastructure</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>

Reference	Statement	NTA Response
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. 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.	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-C14-1266	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. Cycling increases when routes are safer. Buses become more popular when they are reliable. This plan is vital to a better future for 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-C14-1273	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.	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.

Reference	Statement	NTA Response
	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	
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 whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. The 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 consultation process. The impact on parking has been reviewed and the design proposed to minimise and/or mitigate the impact on local residents, business owners and community members.
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.

Reference	Statement	NTA Response
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 regularity and reliability.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: 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. 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.	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-C14-1320	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. I support, as well, the following specific proposals, for example: a two-way cycle lane on Evergreen Road; sealing the junction of Capwell Road, High Street and the Southern Road; sealing the northern part of Woods Street; bus gates by UCC, on College Road, 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.	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.

Reference	Statement	NTA Response
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 segregated cycle lanes as part of the H STC. This will provide a vital active travel to many major trip generators including business parks, industrial and commercial zones, sports arenas and clubs and surrounding residential areas. It will form properly segregated and protected cycle network which will provide a safe and viable alternative to the car for short journeys, reduce the over-reliance on private vehicles in Cork, and help Cork meet our climate action and cycle mode share targets. 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 around 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 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.	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-C14-268	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 traffic 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 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-C14-1453	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.

Reference	Statement	NTA Response
NTA-C14-1454	<p>While I'm all for public transport and cycle lanes I don't want you to cut down trees. Cycle lanes can be created without cutting down trees.</p> <p>Actions speak louder than words so please LISTEN to those actions and help save our planet by SAVING OUR TREES.</p> <p>You will also be leaving a healthier planet for our children. If you continue to cut down mature trees (which capture more carbon and purify the air we breathe) then you risk not leaving any planet.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>
NTA-C14-1455	<p>Hello a word an worries an bus connects.</p> <p>we are worried about the impact the road widening 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</p> <p>Regards James</p>	<p>It is noted that CPO is only proposed where it is considered absolutely necessary to achieve the BusConnects objectives. This need will continue to be reviewed as the corridor progresses.</p> <p>Where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed corridor. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed corridor. Should Compulsory Purchase Order be required, this process will fairly assess the impact of the proposed corridor on properties and provide for mitigation measures including for the construction of new boundary walls.</p> <p>The potential environmental impacts of the corridor, including Air Quality and Noise impacts, will be detailed as part of the EIA process which will be carried out by the NTA during the preparation of a planning application for the corridor. This assessment will include for noise generated during the construction phase as well as the operational phase of the project. These impacts will be taken into account by An Bord Pleanála in their assessment of the corridor.</p>
NTA-C14-1456	<p>I have some concerns about the ability of disabled driver accessibility within this proposed bus corridor route.</p> <p>Disabled badge holders have been certified by a GP and processed through the Irish Wheelchair Association as having restricted mobility.</p> <p>As a person who works and is a disabled driver, how do you propose that I walk 15 minutes to a bus stop, stand in the rain, as many of the stops are not covered or have seats and then carry a laptop or shopping? 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.</p> <p>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?</p> <p>There is a limited number of passes in circulation so it will not add too much to the road usage and will enable those with disabilities to continue to work, participate in education, attend appointments and participate in society activities.</p> <p>I have written to the Tanaiste Office, Michael McGrath about this and Cork City Council and the Irish Wheelchair Association in addition.</p>	<p>The BusConnects proposals are seek to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle and pedestrian facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in more public transport, walking and cycling trips.</p> <p>While the proposed bus gates and restrictions on traffic movements aim to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary, local access will be maintained. Short diversions may be required in certain locations where bus gates are proposed.</p>
NTA-C14-1458	<p>I as a frequent user of the airport believe a connection into the bus connects routes to the airport via city centre starting at train station should be a centre point of this new plan.</p> <p>Yes the plan has many improvements but I lived in Basel Switzerland for many years, and bus from airport to central train station every 10 minutes from 0515 to 2350 was a central point of cities infrastructure.</p> <p>Plus please have a stand along Cork Bus Company Manage the City routes , current operating company is at best extremely poor organisation.</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>
NTA-C14-1459	<p>Consultation</p> <ol style="list-style-type: none"> Map is poor with little clarity as to what streets are the intended routes as shown on leaflets 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 An attempt should be made for linkages in all directions including Ballincollig to City etc 	<p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p> <p>Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.</p>

Reference	Statement	NTA Response
	<p>4. It would appear that the existing cycle ways in many cases have been designed in an office and not by someone who cycles</p> <p>The detail is quite poor such as the bollard at the start of the cycle way at Sullivans Quay which is inside of the line marking</p> <p>In many cases no attempt has been made to allow for the camber of the road with bollards leaning inwards thus narrowing the width of the cycle way</p> <p>The gated access to cycleways is so close that one has to stop to gain access</p> <p>Finally there should be a separate plan for cycleways clear indicating existing and proposed direction</p>	
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	<p>Given the current BusConnects Cork online documentation available, TII advises it is unable to ascertain if appropriate assessments have been undertaken to ensure that capacity and safety issues associated with policy, standards and guidance associated with national roads have been undertaken in the development of the BusConnects Cork Sustainable Transport Corridors, Preferred Route Option Public Consultation.</p> <p>To illustrate with a number of examples, TII has concerns that issues related to national roads with respect to proposals related to proposed Paulovone Roundabout (N22) upgrade to a signalised junction, the proposed new link road from Model Farm Road to N22 Carrighrohane Road where a speed limit of 80Kph applies, the impact on capacity of N27/N40 Kinsale Road Roundabout capacity, the N27 roundabout arms to Kinsale Road and proposals to N40 at Douglas . Broadly, there are a number of matters with respect to interaction with national roads network which need to be clarified.</p>	A Strategic Traffic Model has been prepared for BusConnects Cork which identifies the potential traffic impacts associated with our current proposals. These traffic impacts will be further assessed to determine what measures, if any, will need to be incorporated to mitigate these impacts and to align with relevant current transport standards and guidance. NTA are in dialog with TII and will continue to liaise on further development.
NTA-C14-1462	<p>I refer to the Passage railway greenway improvement scheme.</p> <p>I proposed linking Cobh to the city in the past.</p> <p>I saw a photo from Holland of small 1 seater cars they are using in abundance.</p> <p>Part of my previous plan was to widen the greenway accommodate bikes and small cars etc.</p> <p>The lane may also accommodate a quad bike ambulance.</p> <p>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.</p> <p>A park and ride on the northern side of the IFI site would service traffic from the east.</p> <p>The unused rail section on the western side in Cobh would provide a major facility for cruise liner passengers direct from the city from the Cobh quay on bikes, scooters etc.s</p> <p>This would do wonders for business in the city and allow tourists view the scenic aspect of the harbour.</p> <p>Motorists accessing Little Island would have an alternative.</p> <p>I trust the above is in order</p>	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

Reference	Statement	NTA Response
		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.
NTA-C14-363	Bike lanes need to be fit for purpose and designed to international standards	Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.
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.

Reference	Statement	NTA Response
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 survey will be undertaken to support the next stage of design.
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	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	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

Reference	Statement	NTA Response
	with these gates unless technology like traffic cameras and fines are used for enforcement. Additionally, not enough thought has been put into where diverted traffic will go following the introduction of these gates.	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-C14-428	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 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.	Along each route, improvements and enhancements will be made to footpaths, pedestrian crossings and cycling facilities as well as bus 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 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. 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.	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-C14-28	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.

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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 development 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 committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. In response to issues raised during public consultation, a number of sections along the route were amended in developing the PRO and a key outcome of these design interventions is the reduced impact on existing trees wherever practicable. 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.
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 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.	The NTA notes this response.
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	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.

Reference	Statement	NTA Response
	before engineers etc draft such proposals and such data should be made available to the general public during the public consultation periods.	
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 example, the 'Pana ban', or parking in cycle lanes, footpaths or double yellow lines, are not enforced.	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-C14-566	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 Spatial and Economic Strategy for the Southern Region.	BusConnects is the National Transport Authority's programme to greatly improve bus services. It is a key part of the Government's policies to improve public transport and address climate change in Cork and other cities. It is included within the following national and regional policies: The National Development Plan 2021 – 2030; Cork Metropolitan Area Transport Strategy 2040; and The Climate Action Plan 2023. All relevant policy and plans at both the regional and national level will be adhered to across the BusConnects Scheme.
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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