



Bishopstown to City **Sustainable Transport Corridor**

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



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

BusConnects Cork

Sustainable Transport Corridor F Bishopstown to City

Preferred Route - Public Consultation Report

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY	1
1.1 Objective of the Project.....	1
1.2 Purpose of the Non-Statutory Public Consultation	1
1.3 Public Consultation Process for BusConnects	1
1.3.1 First round of Public Consultation	1
1.3.2 Second round of Public Consultation.....	2
1.4 Information Provided in Public Consultation.....	3
1.5 Submissions Received.....	3
1.6 Main Issues Raised.....	4
2. INTRODUCTION	5
3. SUBMISSIONS RECEIVED	6
4. ISSUES RAISED IN THE SUBMISSIONS	7
4.1 Issue 1: Bus Network Redesign	8
4.2 Issue 2: Changes to Traffic Movement.....	8
4.3 Issue 3: Cycling Infrastructure.....	9
4.4 Issue 4: Impact on Car Parking.....	10
4.5 Issue 5: Business and Retail Impact	10
4.6 Issue 6: Alternative Proposals.....	11
4.7 Issue 7: General Environmental Issues.....	12
4.8 Issue 8: Impact on Community.....	13
4.9 Issue 9: Pedestrian Infrastructure at Wilton Roundabout	13
4.10 Issue 10: General Issues	14
4.11 Issue 11: Safety Concerns	14
4.12 Issue 12: Support for the Project.....	15
4.13 Issue 13: Access to Properties.....	15
4.14 Issue 14: Impact on Trees.....	16
4.15 Issue 15: Public Information Campaign.....	17
4.16 Issue 16: Technical Data/Surveys.....	17
4.17 Issue 17: Bus Infrastructure	18
4.18 Issue 18: Impact on property value	18
4.19 Issue 19: Park and Ride.....	19
4.20 Issue 20: Potential Land Acquisition	19

4.21 Issue 21: Risk of Subsidence..... 20
 4.22 Issue 22: Accessibility Issues..... 20
 4.23 Issue 23: Impact during construction stage 20
 4.24 Issue 24: Health and Wellbeing 21
 4.25 Issue 25: Privacy 21
 4.26 Issue 26: Anti-Social Behaviour 21
 4.27 Issue 27: Other 22

APPENDIX A Responses to Submissions on STC G

APPENDIX B Responses To Submissions Common To Multiple STC

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1. EXECUTIVE SUMMARY

1.1 Objective of the Project

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 F which runs from Bishopstown to Cork City Centre.

1.2 Purpose of the Non-Statutory Public Consultation

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

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

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

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

1.3 Public Consultation Process for BusConnects

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.

1.3.2 Second round of Public Consultation

Based on feedback from the first round of consultation, the NTA made a number of revisions to its initial proposals. The second round of Public Consultation took place from 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 to City;
- I. Maryborough Hill to City;
- J. Mahon to City; and
- K. Kinsale Road to Douglas.

Each of the Preferred Route Options can be seen below in Figure 1-1 with the Bishopstown to City route designated as Sustainable Transport Corridor F.

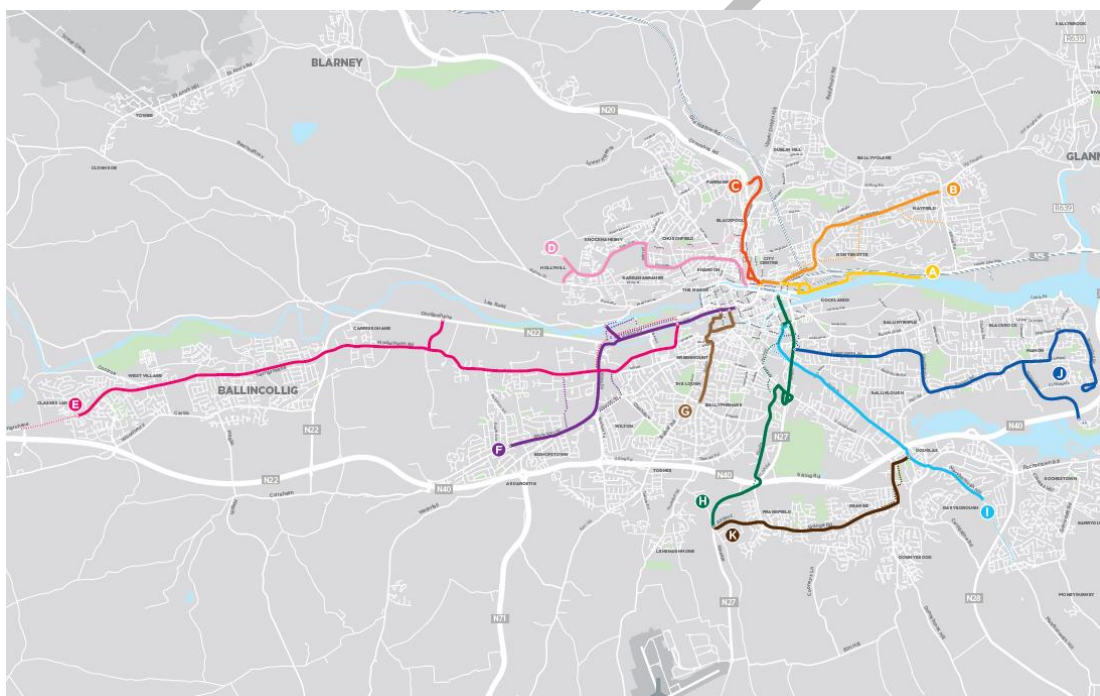


Figure 1-1 Preferred Route Options

1.4 Information Provided in Public Consultation

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

Additional information was provided on the official BusConnects website: <https://busconnects.ie/cork/>

1.5 Submissions Received

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

1.6 Main Issues Raised

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

The principal issues raised included:

1. Bus network redesign
2. Changes to traffic movement
3. Cycling infrastructure
4. Impact on car parking
5. Business and retail impact
6. Alternative proposals
7. General environmental issues
8. Impact on community
9. Pedestrian infrastructure
10. General
11. Safety concerns
12. Support for the project
13. Access to properties
14. Impact on trees
15. Public information campaign
16. Technical data / surveys
17. Bus infrastructure
18. Impact on property value
19. Park and ride
20. Potential land acquisition
21. Risk of subsidence
22. Accessibility issues
23. Impact during construction
24. Health and wellbeing
25. Privacy
26. Anti-social behaviour
27. Other

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

2. INTRODUCTION

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

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

A public information event was held at the following location:

- Devere Hall, University College Cork (UCC) on Monday 17th April 2023.

A community forum was held at the following location:

- Boole Library, UCC on Thursday 27th 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 Preferred Route Option consultation brochure. Submissions could be made by post or online via <https://consult.nationaltransport.ie>.

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3. SUBMISSIONS RECEIVED

Overall, there were 427 submissions received that related specifically to STC F Bishopstown to City. Most entries were digital (online at the NTA consultation portal or by email), however, some paper bound entries were posted to the NTA or submitted on the day of the public consultation event.

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

The review of the submissions commenced in June 2023 once the consultation period had closed. The NTA received 427 submissions for the Bishopstown to City preferred route, from 30th March 2023 and the 26th May 2023. Most entries were digital (online via the NTA consultation portal or by email), however, some hardcopy submissions were posted to the NTA or submitted on the day of the public consultation event.

All 427 of the submissions received by the NTA were reviewed, along with the 248 general submissions. The issues raised were categorised, summarised, and analysed. A total of 27 main issues were identified during this review process.

Issue	Frequency of Comments
Bus Network Redesign	8
Changes to Traffic Movement	45
Cycling Infrastructure	34
Impact on Car Parking	35
Business and Retail Impact	21
Alternative Proposals	44
General Environmental Issues	24
Impact on Community	15
Pedestrian Infrastructure	1
General	24
Safety Concerns	28
Support for the project	26
Access to Properties	5
Impact on Trees	8
Public Information Campaign	6
Technical Data/Surveys	5
Bus Infrastructure	17
Impact on property value	9
Park and Ride	9
Potential Land Acquisition	17
Risk of Subsidence	18
Accessibility Issues	2
Impact during Construction	2
Health and Wellbeing	7
Privacy	5
Anti-Social Behaviour	5
Other	5

Appendix A provides in-depth listing of the various issues raised that were specific to STC F and a response to same. Appendix B provides listings and responses to submissions that related to multiple STCs.

4.1 Issue 1: Bus Network Redesign

Various submissions raised concerns about the lack of a bus route between Waterfall and Bishopstown.

Concerns were also raised about the discontinuation of the 205 bus service from MTU to Cork City and the lack of a bus connection to Kent Station.

NTA Response to Issue 1:

The Cork bus network redesign forms a separate work package to the design of STC G. Further details related to the proposed network design can be found here:

<https://busconnects.ie/cities/cork/cork-bus-network-redesign/>

However, with regard to the route specific issues raised, the following key points are noted:

1. A bus route to Waterfall via Bishopstown is proposed (Route 10).
2. Route 2A runs from MTU to MacCurtain Street and Summerhill North, which is within 5 minutes' walk of Kent Train Station. Further, the network redesign will create a system of frequent, interconnecting bus routes to improve overall public transport accessibility in Cork City, which will facilitate access to the train station with interchange.

4.2 Issue 2: Changes to Traffic Movement

Submissions raised concerns about converting Wilton roundabout to a signalised junction – and that this would lead to greater traffic congestion. Alternatives such as slip ways for cyclists and Dutch style roundabouts were highlighted to be evaluated as solutions.

It was suggested that HGVs and rural buses should be banned from Wilton Road and redirected via the South Ring Road.

Submissions highlighted the need to expedite the construction of the proposed Cork North Ring Road and the separately proposed Cork Northern Distributor in accordance with CMATS.

Several submissions raised concerns about congestion:

- Concerns were raised that the current proposal will create a traffic bottleneck in Bishopstown.
- Concerns were raised regarding the redirecting of traffic down Mardyke Street, with various suggestions made for revisions to the local traffic circulation.
- Concerns were raised regarding congestion in the vicinity of the Courthouse.
- Concerns were raised about the bus gate at Western Road and the impacts on traffic at Donovan's Road.
- Concerns were raised about congestion on Wilton Road as a result of the introduction of four sets of traffic signals.
- Concerns were raised in relation to congestion caused by traffic restrictions at Liam Lynch Park.

- Concerns were raised in relation to congestion on Hawkes Road.

NTA Response to Issue 2:

The proposed redesign of Wilton Roundabout has been enhanced to provide additional turning lanes. The conversion to a signalised intersection will optimise bus priority, while allowing for the safe movement of pedestrians and cyclists for all manoeuvres. Additional slip lanes for cyclists have been introduced.

The suggestion to ban HGVs from Wilton Road and rural buses from Wilton Road will be reviewed, however, this route serves UCC and the western half of the city centre, and the diversion of these vehicles onto the South Ring Road (and presumably the South Link Road) would deprive these destinations of those services.

The North Ring Road and Northern Distributor Road are separate projects that are being progressed by Cork County and City Councils in consultation with TII and the NTA respectively.

Traffic modelling will be undertaken in support of the EIAR to quantify the traffic and environmental impacts of the proposals for the statutory planning application. This will include a detailed quantification of the traffic impacts of the proposed scheme.

4.3 Issue 3: Cycling Infrastructure

Concerns were raised about plans to route the cycle lane coming from Dennehy's Cross to Victoria Cross through the Sacred Heart Church carpark. Concerns were also raised about the absence of cycling facilities along Wilton Road. One submission queried why the proposed route doesn't use the existing cycle and pedestrian way running from Victoria Cross to the Shakey Bridge (Daly's Bridge) to avoid the Sacred Heart church carpark.

Submissions requested that all cycle tracks should be grade separated, continuous and physically protected.

Submissions noted that there does not appear to be provision for bike parking in the plans, with a request to show provisions for bike racks and how they will be located to support cyclists accessing local services.

A submission requested that the project should include proposals to improve the right turn for cyclists from Washington Street to the Grand Parade.

Concerns were raised that the proposed cycling route via Wilton Avenue is unlikely to be used given the gradient of the road making it unsuitable and not attractive for cyclists to use.

A submission questioned the cost / benefit of creating the Sundays Well boardwalk as how it will significantly improve access for pedestrians or cyclists.

NTA Response to Issue 3:

The cycling connection from Victoria Cross to the city centre is under ongoing review. The option of routing via the riverside walk is one of those under consideration.

Cycle tracks will be grade separated, continuous and physically protected where practicable.

Details of bicycle parking and other necessary ancillary features will be included in the preliminary design once the Route Option Selection process is complete.

The design of all junctions will be reviewed in detail at preliminary design stage to optimise safety for all movements.

Two alternative routes to Wilton Road are proposed for cyclists, creating a network suitable for cyclists of variable confidence and ability. Cyclists will also be permitted to use the bus lanes on Wilton Road if they so wish.

The proposed boardwalk at Sunday's Well is under review.

4.4 Issue 4: Impact on Car Parking

Several businesses in Bishopstown have raised serious concerns about the impact of the project on car parking, and the associated impacts on their customers and businesses.

Wilton Road residents have highlighted the impact of reducing the current parking facilities on their driveways and the lack of on street parking or parking nearby.

Various submissions raised concerns about the impact of losing car parking spaces in the Sacred Heart Church car park as a result of the provision of a cycling route through.

One submission suggested that additional car parking could be provided on Lancaster Quay.

One submission requested that provision for electric vehicle charging points be highlighted on the drawings.

NTA Response to Issue 4:

The proposals at Curraheen Road have been revised to minimise the impact on parking.

The design of Wilton Road has been refined to minimise the impacts on individual premises' car parking.

The proposals at the Sacred Heart Church have been amended to minimise the impacts on car parking and the operation of the car park.

The preliminary design will investigate the local proposals in detail on each road link.

Consideration will be given to highlighting electric vehicle charging points as part of the planning application.

4.5 Issue 5: Business and Retail Impact

Many businesses on Curraheen Road in Bishopstown raised concerns that the local economy will suffer due to the removal of car parking spaces and the impact this will particularly have on medical patients who require access to pharmacies and doctors' surgeries as well as customers who need access to other local businesses.

Concerns were raised in relation to a planned bus stop outside Dunnes Stores on the Curraheen Road, since planning permission has been granted for a new entrance to the supermarket, which is currently under construction.

Concerns were raised in relation to professional fees incurred in contesting the compulsory purchase of lands.

Bishopstown Credit Union has highlighted that the proposed works as currently presented will have a significant impact on its operation and business.

NTA Response to Issue 5:

The proposals at Curraheen Road have been revised to minimise the impact on parking.

The design of the bus stop and road widening at Dunnes Stores has been revised to minimise the impact on parking and on the development under construction.

Professional fees will be addressed through the compulsory purchase order compensation process. Affected landowners will be advised of their reasonable entitlements once the extent of land acquisition has been confirmed.

The changes made to the design have reduced the physical impacts on the Credit Union site.

4.6 Issue 6: Alternative Proposals

A submission requested a delay in the project to allow modelling of Wilton Road and further research to underpin the objectives of the project. Various submissions were received objecting to the widening of Wilton Road and suggesting alternatives to be explored such as implementing an alternating northbound and southbound bus lane.

Residents asked that a full roadside survey and traffic signal preferential sequencing be undertaken with an alternating northbound and southbound bus lane as opposed to a full dedicated bus lane in each direction on Wilton Road. Alternative options to the removal of car parking spaces were suggested, including routes that would avoid interfering with existing car parking or consideration of off-peak hours for bus operations to minimise the impacts.

Several policies in CMATS (Cork Metropolitan Area Transport Strategy) have been identified, which it was suggested could be implemented as an alternative to BusConnects, including the City Centre movement strategy, the HGV management proposals and the school travel strategy.

Various suggestions were put forward for alternative access routes into MTU, which would reduce congestion in the Curraheen Road area.

NTA Response to Issue 6:

The preliminary design and environmental assessment of the project will be supported by detailed traffic modelling supporting all of the proposed interventions, including justifying the provision of continuous bus lanes in both directions on Wilton Road. Peak period traffic observations to date have indicated that this level of continuous provision is necessary to allow buses to bypass general traffic congestion during these peak periods.

The Environmental Impact Assessment Report will include a detailed description of alternatives considered prior to the selection of the preferred route option. The

selection of the preferred route option will be justified having regard to the available alternatives.

The BusConnects Cork Programme is an integral part of CMATS (See Chapter 8), which should be read as an integrated strategy of complementary proposals. The proposed Bishopstown to City Centre STC is clearly shown on the map on Page 58 of CMATS.

The bus priority measures proposed in the works will improve access to MTU for public transport and bicycle, reducing the dependence for access by private car.

4.7 Issue 7: General Environmental Issues

Concerns were raised about reductions in noise and air quality as a result of the project, and resultant impacts on people's quality of life – in particular on Wilton Road where vehicles may be closer residents' houses. The submissions requested that a full Environmental Impact Assessment would be undertaken supported by scientific data before any removal of trees hedging and shrubs. It was highlighted that in the absence of an EIAR, the rationale for the selection of a route along Wilton Road is unclear.

Concerns were raised that the proposed works could impede waste collection accessing business leading to disruptions to waste removal activities.

As no environmental impact study has yet been undertaken, it is not clear as to the basis upon which Wilton Road was selected as the preferred route from an environmental perspective.

Concern about the impact of the project on existing trees, and the positive impact that trees and plants have on residents' wellbeing and the benefits to the wider community were highlighted.

It was noted that the water supply to the houses on both sides of Wilton Road is via lead pipes and that the existing sewerage system is combined with surface water via earthenware sewers, and that the works should include the replacement of both of these existing systems.

NTA Response to Issue 7:

The potential impact of the project will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include construction and operational impacts, with mitigation measures proposed as necessary. These impacts will be considered by An Bord Pleanála in its assessment of the scheme. The project involves measures which will have positive air and noise impacts including transitioning to a zero-emission bus fleet and resurfacing of the road surface. The BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated the project will reduce localised pollution and ease congestion.

Proposals for maintaining essential refuse collection activities will be developed and assessed as part of the preliminary design.

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. As the design progresses, proposals will be reviewed against detailed topographical and arboricultural survey information. Further work will be undertaken to investigate possible alternative layouts and alignments that minimise impacts on trees. Arboricultural information will be considered to ensure that impacts on 'high quality' trees are reduced. There will still be a requirement to remove some trees and 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.

The request for the replacement of existing utility services on Wilton Road is noted and will be considered as part of the preliminary design.

4.8 Issue 8: Impact on Community

Submissions noted that Bishopstown Credit Union is an important local facility and suggested that the proposed development will have a detrimental effect on the community in this area. These submissions also suggested that elderly people, those with medical conditions, mobility issues and disability will have difficulty to access medical care from local services in Bishopston.

Other submissions noted that Wilton Road is a residential area and needs to be treated as such.

Further submissions raised strong opposition to plans to route a cycleway through the garden and car park of the religious community at the Sacred Heart church.

NTA Response to Issue 8:

The proposed works will improve access to facilities along Curraheen Road for those travelling on foot, on bikes, or by public transport. This will create more equitable access for those who do not own private cars. However, the impacts must be balanced with the need to maintain an appropriate level of car parking, and the proposals have been revised to minimise the impact on car parking at Curraheen Road.

The NTA is aware of the strength of the local community on Wilton Road. However, it is also noted that Wilton Road is a heavily trafficked arterial road, designated as the R641 regional road, and formerly designated as a national road, with limited crossing facilities for the local community. The proposals aim to reduce traffic speeds at off peak times and better manage congestion at peak times. These measures, together with the introduction of additional and improved pedestrian crossing facilities, will have connectivity benefits for the local community.

Refer to Section 4.3 in relation to the cycle route at the Sacred Heart Church.

4.9 Issue 9: Pedestrian Infrastructure at Wilton Roundabout

The absence of pedestrian crossing facilities at the Wilton Roundabout was highlighted as a significant concern, but alternative measures to the proposed signalised junction were suggested, including the provision of zebra crossings to improve priority for pedestrians over traffic.

NTA Response to Issue 9:

Refer to Section 4.2. The selection of a preferred option at Wilton Roundabout will be compared with the reasonably available alternatives, before being fully assessed as part of the traffic modelling supporting the EIAR.

4.10 Issue 10: General Issues

Concerns were raised about the urgency to spend €600m and the rapid progression of the project resulting in ineffective use of exchequer funds. Concerns were expressed in relation to a lack of clarity in what the BusConnects strategy is trying to achieve and that there is no modelling or comprehensive research data to underpin the proposals.

Submissions highlighted that the section of transport corridor proposed outside Bishopstown Credit Union would be 20m wide. The benefits of this were questioned given that the bus lanes and cycle lanes would not extend to Looney's Cross (Bishopstown Bar junction). Bishopstown Community Association raised general concerns, including regarding safety, land acquisition, effect on residents, businesses, and services of the area.

A view was expressed that while a comprehensive set of proposals has been developed, there is no solid evidence that the current proposal will deliver during peak traffic times, particularly given the pinch points that exist.

NTA Response to Issue 10:

The BusConnects proposals are underpinned by CMATS, and extensive traffic modelling undertaken in support of same. A separate Business Case is being developed for the programme, which will be required to secure approval to submit the planning applications.

Refer to Section 4.4 in relation to revised proposals for the Curraheen Road.

Refer to Section 4.6 in relation to the need for the planning application to be underpinned by comprehensive traffic modelling and assessment as part of the EIAR.

4.11 Issue 11: Safety Concerns

Various submissions highlighted safety concerns including:

- Enhanced bus lanes will allow buses to travel at greater speeds which would be less safe for people living on Wilton Road.
- The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible, thereby creating a dangerous situation where people will have to reverse on to Wilton Road.
- If Bishopstown car parking is removed, there will be a significant number of cars looking to park somewhere in the area, and this potentially leads to safety concerns with multiple vehicles looking to park in an area with very limited car parking spaces and on a main transport corridor.
- Many elderly people are very concerned about their safety with the new proposals. They are concerned about how they will be able to manage every day with so many lanes to cross.
- A Sacred Heart church statement reads 'Our health and safety people are clear this cycle way would cut off our own access to the rear of our dwelling house from the east. For the residents it would be incredible that they could not

physically walk around the house footpath as old people do all day long. It also denies access to emergency response services to that part of the building. It would deny access to cherry pickers etc to service the security lights, windows etc.'

- Concerns were raised about the impact of cyclists on existing pedestrians on Schoolboy's Lane, including the elderly and mobility impaired.

NTA Response to Issue 11:

- Buses will be subject to the same speed limits as all other traffic.
- The provision of bus lanes in both directions will make it easier for cars to reverse into driveways. The rerouting of cycling facilities away from Wilton Road as proposed in PC2 has minimised the impacts on gardens along Wilton Road.
- Refer to Section 4.4 highlighting revised proposals to minimise the impacts on parking at Curraheen Road.
- The project proposes additional and enhanced pedestrian crossing facilities. These will make it easier rather than more difficult to cross the roads, notwithstanding additional traffic lanes are provided along several sections of road.
- Refer to Section 4.3 in relation to proposals for the cycle route at the Sacred Heart Church. Access for emergency services and other essential servicing will be maintained at all times.
- The design of Schoolboy's Lane will ensure a safe environment is maintained for elderly and vulnerable pedestrians.

4.12 Issue 12: Support for the Project

Various submissions included statements in favour of the project, including from people who would be encouraged to use public transport more. There were also submissions in support of new footpaths, cycle lanes and bus corridors.

Some submissions complimented the consultation process to date, and noting that it is reassuring that people have been listened to and that changes were made because of the first round of submissions.

Other submissions stated that it is a fantastic idea that has the potential to greatly improve transportation in Cork City.

NTA Response to Issue 12:

The positive submissions are noted and welcomed.

4.13 Issue 13: Access to Properties

Concerns were raised that a proposed bus stop outside newly built houses will block the entrance to two of these properties.

Some submissions noted that existing access to and from properties on Wilton Rd causes little to no issues and is generally self-regulating. Even when traffic is heavy it is possible to exit properties as motorists see the car and are willing to wait and allow drivers to exit onto the road and turn left or right as necessary. It is important that there are no restrictions on being able to turn left or right upon exiting properties onto Wilton Road as this can be done safely under current circumstances.

Concerns were expressed about a lack of clarity in relation to the impacts on private accesses, and in particular about the impacts of steepening existing steep driveways.

NTA Response to Issue 13:

The preliminary design will optimise the location of bus stops and other facilities to ensure access is maintained to all properties.

It is not proposed to introduce additional restrictions on access to private properties along Wilton Road.

Topographical survey data has been collated to allow the design team to fully define the impacts on individual properties and driveways to ensure the impacts are fully understood and assessed in the planning application.

4.14 Issue 14: Impact on Trees

Various submissions noted that the proposed removal of long-established trees and hedges is a major concern – in particular noting the current environmental crisis. Concerns were raised about a hedge which consists of 95% boundary of a property and any plans regarding removal would impact on garden enjoyment and residents' health/mental health and the negative impact on birds entering gardens.

One submission highlighted that the project would have a huge negative effect on the quality of life of residents as it means losing three beautiful mature trees which were planted over 55 years ago.

Several submissions recorded having invested a lot of time and effort in maintaining shrubs and hedges that would be reduced removed under the proposals with the loss of nesting, etc for birds. The presence of bats was also noted.

One submission proposed the provision of new native trees along Western Road, noting many trees have been cut down and not replaced in this area.

NTA Response to Issue 14:

The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. As the design progresses, proposals will be reviewed against detailed topographical and arboricultural survey information. Further work will be undertaken to investigate possible alternative layouts and alignments that minimise impacts on trees.

Arboricultural information will be considered to ensure that impacts on 'high quality' trees are reduced. There will still be a requirement to remove some trees and 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.

The environmental assessment will include a comprehensive biodiversity and ecological assessment, which will consider impacts on all flora and fauna, including trees, nesting birds and bats.

The provision of additional native trees will be considered where sufficient space exists to ensure the successful development of the tree.

4.15 Issue 15: Public Information Campaign

Some statements expressed disappointment that landowners who had initially contacted the NTA hadn't been notified of some of the meetings and heard of the UCC public consultation second hand.

One submission raised concerns that a map of Cork Southwest on the NTA's website was incorrect, and therefore an incorrect basis for submissions.

ne submission noted a quote from the current transport minister on local radio regarding the issues on Wilton Road and asked for this statement to be explained.

NTA Response to Issue 15:

The NTA has already undertaken two rounds of non-statutory public consultation to allow early engagement on the project so that the public is included in the project as the design progresses. The NTA has endeavoured to facilitate individual meetings with affected landowners in addition to the public information events which are being held to inform the general public.

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

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

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

An email notification was also sent to all residents' groups and business groups who had taken part in a group meeting with the NTA during the public consultation process up to that date.

The mapping information on the NTA website has been reviewed to ensure its correctness.

Extensive optioneering was undertaken for Wilton Road to find a solution that would protect bus priority, protect essential access, and fulfil the objectives of the project. In the end, it was not possible to accommodate dedicated provision for cyclists on the route, and therefore creative, alternative solutions have been identified.

4.16 Issue 16: Technical Data/Surveys

One submission requested that all proposals for Wilton Road be paused to enable a new feasibility study to be undertaken. Residents requested that their submitted proposal should be developed into a fully functioning design to be included in the modelling mentioned by the NTA during consultation would look at current and future traffic flows and would need to be transparent and independently verifiable in terms of its component inputs.

NTA Response to Issue 16:

Refer to Section 4.4.

4.17 Issue 17: Bus Infrastructure

Concerns were expressed that several bus stops on the roads would hinder cars overtaking buses stopped at bus stops. The submission requested that, where possible, the bus stops be recessed in a dedicated layby to allow other traffic to pass buses when stopped.

One submission requested that the idea of an alternating bus lane on Wilton Road and publicise the exact data showing the bus transit times for one lane or both lanes.

Recent research has already demonstrated that there is a serious problem with traffic congestion on the Wilton Road. Adding another bus lane will do little to alleviate this congestion, and it would be more worthwhile to implement measures that would facilitate traffic using the other available routes, rather than blocking up the Wilton Road.

NTA Response to Issue 17:

It would be contrary to the objectives of the BusConnects programme to cede position to vehicles while the bus is stopped to facilitate boarding or disembarking passengers. The suite of measures proposed as part of the programme, including integrated, cashless ticketing and increased frequency, will reduce dwell time at bus stops.

Refer to Section 4.7 in relation to Wilton Road.

The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed works, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic. The proposals are therefore anticipated to result in increased public transport, walking and cycling trips.

4.18 Issue 18: Impact on property value

One submission noted that taking any part of property could have a significant impact on house value as it is obviously desirable to anyone buying a house to have parking and turning facilities. There was a query whether re-grading of front entrances as well as access to the rear of properties would have an adverse impact on foundations, etc.

Another submission noted that the proposed project could have a significant and immediate impact on the value of affected property, and queried how affected landowners would be compensated.

NTA Response to Issue 18:

Where land acquisition is required, a detailed engineering assessment will be undertaken to ensure that the operation of existing vehicular accesses and utilities will be unaffected, and that structural foundations will be unaffected. Where a boundary wall or fence is proposed to be removed as part of the works, this will, as a minimum be replaced by an equivalent. Any associated impacts will be appropriately managed throughout design development and construction.

The NTA will continue to review extents of land acquisition and to mitigate the direct impact of the proposed works. Should Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed works on properties and provide for mitigation measures including the construction of new boundary walls, provision for parking, access, and landscaping. The CPO process provides for landowners (and occupiers where appropriate) to be compensated for the value of the affected land, injurious affection and any severance caused.

4.19 Issue 19: Park and Ride

Various submissions highlighted the potential benefits of park & ride on the outskirts of the city, including:

- Remove heavy traffic from Wilton Road by erecting park and ride facilities near the entrances to the road, such as Carrigrohane Road and Bandon Road.
- The creation of park and ride facilities on the outskirts of the city would also help to reduce traffic volumes and increase transit times for public transport.
- All these proposals will only have limited success if they are accompanied by further measures to reduce car use in the city. Such measures should include at least one Park and Ride location on each STC.

NTA Response to Issue 19:

The NTA is separately advancing proposals for a system of complementary park & ride facilities on the outskirts of the city.

4.20 Issue 20: Potential Land Acquisition

Various concerns were expressed in relation to potential land acquisition, including:

- Concern that the NTA intends to widen Wilton Road by removing private gardens – a proposal causing anxieties and difficulties for many residents.
- No reference to proposed 'Cork Luas' and any potential effect it would have on the proposals and any associated future land acquisition.
- A lack of clarity on the drawings in relation to the extent of property acquisition proposed;
- Concerns that the existing Bishopstown Credit Union boundary is proposed to be replaced with a proposed new boundary that runs right up to the Credit union building and proposes to take the car park in front of the building to facilitate the new proposed transport corridor.

NTA Response to Issue 20:

The following points are noted in response to the issues raised above:

- The impacts on the gardens on Wilton Road have been minimised by the changes made since PC1.
- The EIAR will have to consider the potential cumulative impacts with other adjacent projects, including the proposed Cork Luas project.
- A topographical survey was commissioned to collect accurate information on project boundaries, and this will be reflected on the PC3 drawings.
- Refer to Section 4.4 in relation to Curraheen Road and Bishopstown Credit Union.

4.21 Issue 21: Risk of Subsidence

Various submissions raised concerns in relation to potential subsidence to residential properties as a result of the works – in particular along Wilton Road, noting some of these properties are over 90 years old. It was noted that several properties along Wilton Road and the wider area have been underpinned, having already experienced subsidence. It was further noted that some residents are unable to take out subsidence insurance cover due to the cost associated. A significant concern was raised in relation to the potential for long term settlement and cracking to properties due to the construction and subsequent ongoing operation of the proposed works. It was noted that vibrations from the construction works and subsequently from the heavily trafficked lanes including the effect of a light rail system needs to be addressed.

NTA Response to Issue 21:

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

Property Condition Surveys will be undertaken on properties close to the works in advance of any construction activity.

4.22 Issue 22: Accessibility Issues

One submission raised concerns in relation to land-take of the particular property creating difficulties for access for a person of reduced mobility, including manoeuvrability around any parked vehicle. It was suggested that the proposals could therefore be seen as non-inclusive and discriminatory. While it was noted that improved infrastructure in Bishopstown is long overdue and is welcomed for the area, it was highlighted that a large portion of the residents in Bishopstown are elderly and have mobility issues and need access to local services.

NTA Response to Issue 22:

The preliminary design will consider in detail the impacts at each affected property, with a particular concern for maintaining safe access for vulnerable persons and persons of reduced mobility, where required. In general, BusConnects Cork will improve accessibility for persons of reduced mobility by improving footpaths, junctions, bus stops and bus services.

4.23 Issue 23: Impact during construction stage

Concerns were raised in relation to impacts at the construction stage, and the impact of the additional construction traffic on the enjoyment of their properties by residents along the routes. It was noted that consideration had not yet been given to potential noise and dust pollution during the construction stage.

NTA Response to Issue 23:

The potential impacts of the scheme will be detailed as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This assessment will include construction and operational impacts, with mitigation measures proposed as necessary. A detailed assessment of the noise, air quality, dust and vibration

impacts of the proposals will be included in this assessment. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

4.24 Issue 24: Health and Wellbeing

Concerns were raised regarding the health and wellbeing of the residents of the Sacred Heart Church grounds as many require in-house care. This vulnerable and delicate group have issues regarding the impact of the riverbank amenity and their ability to walk around in safety outside by the raised flower beds. A Cope facility adjacent to the route was also highlighted, where clients/patients get dropped off and collected each day and require that their transport has direct access to the front door.

NTA Response to Issue 24:

Refer to Section 4.22

4.25 Issue 25: Privacy

Concerns were raised in relation to a reduction in privacy where the bus lane would move closer to the houses – in particular noting the increased use of double decker buses. This would be exacerbated by the removal the trees and hedging.

NTA Response to Issue 25:

Where land acquisition is required, a detailed engineering assessment will be undertaken to ensure that the operation of existing vehicular accesses and utilities will be unaffected, and that structural foundations will be unaffected. Where a boundary wall or fence is proposed to be removed as part of the works, this will, at a minimum, be replaced by an equivalent. 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. As the design progresses, proposals will be reviewed against detailed topographical and arboricultural survey information. Further work will be undertaken to investigate possible alternative layouts and alignments that minimise impacts on trees. Arboricultural information will be considered to ensure that impacts on 'high quality' trees are reduced. There will still be a requirement to remove some trees and 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.

4.26 Issue 26: Anti-Social Behaviour

Concerns were expressed that the route through the grounds of the Sacred Heart would result in a significant impact on the privacy, security and use of the residential home, the secluded nature of which could become a location of antisocial behaviour, noting the presence of such activity already in the public park to the northwest.

NTA Response to Issue 26:

The 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. Any proposed scheme at the Sacred Heart will be developed to ensure that it is attractive, well-lit and overlooked. Further design work will be undertaken

and developed in consultation with the landowner to ensure that improved permeability can be facilitated without impacting safety and security of local residents. As noted under Section 4.3, the routing of the cycle track at the Sacred Heart Church is under ongoing review.

4.27 Issue 27: Other

One submission noted that the proposed Lee to Sea Greenway and active travel route represents a nationally important opportunity to make walking and cycling more attractive as forms of transport. It suggested that the Bus Connects project should consider how to integrate this key concept into a direct and attractive walking and cycling route through Cork city centre.

One submission highlighted that some of the points raised in the Cork City Centre Movement Strategy (CCMS), which outlines objectives to improve the vibrancy of Cork city centre; to promote sustained economic growth; to deliver a much more attractive environment for shoppers, visitors, and tourists; and to help encourage sustained inward investment. Specific issues mentioned included:

- Traffic management measures will be important to manage the flow of vehicles into the city centre area.
- CCMS objectives include the identification of a street hierarchy within the city centre to clearly identify the main routes into and through the city centre; to maintain accessibility to the city centre off-street car parks; and to manage access for deliveries.
- Wilton Road should be included in this strategy given the proximity to CUH and Wilton shopping centre and be seen as a residential area rather than a transport corridor.
- Incorrect references to Schoolboy's Lane and Cottage Mews were noted.

NTA Response to Issue 27:

Cork City and County Councils, in conjunction with Transport Infrastructure Ireland and the National Transport Authority are separately progressing a proposed Cork City and County Cycle Network, including the proposed Lee to Sea Greenway. The proposed cycling facilities being provided along STC F will be complementary to these proposals. The design and assessment will have to consider the potential cumulative impacts with other adjacent projects, including the proposed Lee to Sea Greenway.

The suggestions in relation to the CCMS will be brought to the attention of Cork City Council.

The accuracy of all nomenclature will be confirmed as part of the preparation of the planning documentation.

APPENDIX A
RESPONSES TO INDIVIDUAL SUBMISSIONS

DRAFT

Reference	Statement	NTA Response
NTA-C14-3	The proposed bus stop location outside newly built houses at Bishopswood on Curraheen Road will block the entrance to 2 of these properties.	Please refer to Section 4.13
NTA-C14-20	The alternative routes for cyclists, parallel to Wilton Road, are extremely steep in both directions. It is uncomfortable cycling up/down Wilton Avenue and Bishopstown Avenue and doubts many would use it. The alternative more gradual ascent is to continue along Bishopstown Road, and swing left into the CUH after Lidl and continue to Bishopstown Avenue. There is also a quiet route behind the CUH bringing you on to the junction of Wilton Road / Liam Lynch Park (parking barriers to go through though).	Please refer to Section 4.3
NTA-C14-30	Recently returned to Waterfall after 20 years abroad and does not drive. Disappointed as route F is no longer proposed to go as far as O'Shea's pub. The current walk to the Marymount bus stop is unwalkable because it is too dangerous, I already have to rely on lifts just to get the bus. The lack of connection between Waterfall and Bishopstown proposed by the new route now means I will be forced to learn to drive and buy a car, as will be the case with my nephews and niece as they grow up and many others in the area. It really is dispiriting that the less urban areas are being so ill served.	Please refer to Section 4.1
NTA-C14-43	I highly disagree with turning the Wilton roundabout into a signalised junction as I believe it will create even greater congestion in the Bishopstown, Wilton, Glasheen and Sarsfield area, create traffic backing up at peak times on all approaches and worse air pollution consequently because of the traffic and lose the trees and blue art structure currently on the roundabout. As a recommendation to improve upon the roundabout pedestrian crossing should be put down from the roundabout like on the Glasheen road by the service station if the pedestrian junctions were moved closer to the roundabout on the Wilton road, Bishopstown road and Sarsfield road to allow pedestrians and cyclists to cross safely and allow space for vehicles to stop when coming off the junction to stop at where I would put the pedestrian junctions. Slip ways could be added to the other exits for cyclists.	Please refer to Section 4.2
NTA-C14-53	Concern regarding the redirecting of traffic down Mardyke Street and the increased traffic pressure. I propose that traffic coming from town is diverted at courthouse street and not allowed continue down Lancaster Quay and that Wood Street remains open to through traffic. Traffic coming from Donovan Road should be allowed turn left and head west instead of being redirected in a circle. Why not make the area from courthouse street to the traffic lights at UCC main gate bus only and have Dyke Parade cars only. Why try to have bus lanes on both and cars on both? Local access could be controlled using gates, fobs or licence plate readers, the technology is already in place for these systems.	Please refer to Section 4.2
NTA-C14-53	I would like to receive some further detailed info on the proposed traffic flows and the anticipated volume of cars that will pass the (Mardyke) street.	Please refer to Section 4.16
NTA-C14-55	I use the car, charging parking in front of the house, as a barrier from the road as my son tends to run off and to bring him to [personal information redacted]. I appreciate that concept of BusConnects is to eliminate the need for a car, but my son would get very agitated on public transport so that's not an option for me. Afraid of my son running straight out into traffic.	Please refer to Section 4.11
NTA-C14-55	I'm in an area of possible land acquisition. I would like to find out how exactly I'm going to be impacted as at a consultation last year they could not provide details. I'm afraid that I'll end up with no parking, no access to the charge point and my son running straight out to the traffic.	Please refer to Section 4.20
NTA-C14-73	The proposed two-way carriage will mean approaching the property from the east. Are there provisions to allow me to cross the carriageway to enter the house?	Please refer to Section 4.13
NTA-C14-92	I need to meet a representative on site asap to discuss possible land acquisition as any potential changes could remove parking at my property.	Please refer to Section 4.4
NTA-C14-97 / NTA-C14-1417	Ladbroke's Bishopstown, strongly object to the idea of all its four car parking spaces being removed and replaced with a green, leaving it with no car parking spaces. There are three large, landscaped greens within fifty metres of Ladbroke's.	Please refer to Section 4.4
NTA-C14-97 / NTA-C14-1417	Without parking Bishopstown town centre will lose its business. Bishopstown is situated on the edge of the countryside where people drive in from isolated areas such as Waterfall, Ballinora, Curraheen etc. There is no public transport to these areas. Without parking these people will have no choice but to go into the city centre for services.	Please refer to Section 4.5
NTA-C14-156	The major issues that I can see with the Western Road changes is the proposed bus gate outside UCC college gates. I cannot see what purpose this will serve other than force traffic up Donovan's Road (which is the main bus connects route to Ballincollig) This gate would stop traffic continuing out west from western road directly and would force any traffic wishing to do so to go via Mardyke street and dyke parade (a pointless detour). This road already has a dedicated bus lane that works effectively, perhaps some work needs to be done to ensure no cars enter it and remove some left turns that cars enter the bus lane to do.	Please refer to Section 4.2
NTA-C14-156	There are several parking spots removed from outside Lancaster Quay, I think these spots can be saved, there is plenty of space between the river and the buildings along here to fit 2 cycle lanes and 2 bus lanes and retain the parking. It is already difficult to secure parking in the area and the policy of removing parking spots actively discourages city living.	Please refer to Section 4.4
NTA-C14-156	The major area that has congestion is the left turn from Dyke Parade to Prospect Row, this area could be reconfigured to give priority to buses and remove cars from turning left here. There are major issues with parents using the bus lane as a parking spot to drop and pick up their children from Saint Josephs and Presentation School, until this issue is addressed and enforced it is pointless making the area of Dyke Parade/Sheares Street a 2 way. Every school day from 1pm on the area is congested with cars collecting kids.	Please refer to Section 4.2
NTA-C14-156	I believe that it is also proposed to stop traffic using Woods Street to head to Prospect Row and the Mercy. This would force traffic to use Mardyke Street as an alternative route. Previous construction in the area forced the resulting traffic onto Mardyke street and caused serious issues in the area. As Mardyke street is quite short (probably fit 15 to 20 cars on it) the traffic was forced back onto Lancaster Quay and blocked the entire outbound traffic at peak times.	Please refer to Section 4.2

Reference	Statement	NTA Response
NTA-C14-156	I also see on the route to Ballincollig and Bishopstown that several of the bus stops are on the road hindering cars passing the bus when pulled over and that there are bus stops within a couple of hundred meters of each other. Where possible could the bus stops be located in a dedicated layby and allow other traffic to pass them. There are several near misses with impatient drivers trying to pass busses that I have witnessed along western road and in Ballincollig.	Please refer to Section 4.17
NTA-C14-156	The plan to route the cycle lane coming down from Dennehy's cross to Victoria cross over through the sacred heart carpark, as a cyclist myself I think this route will not be used unless there is a safe crossing through the straight road and the western road to go down Mardyke walk. I hope that safe crossing with priority to cyclists will be given at these areas. Are there any plans to continue the bike lane fully to Ballincollig from the Straight Road?	Please refer to Section 4.3
NTA-C14-172	There should be an extension to STC F, going up the length of the Sarsfield Road, providing good public transport and pedestrian options for the many people who want better options for travel to Wilton Shopping Centre, CIT, St Catherine's National School, and onward to the city as the current proposal is not serving the large residential population of Sarsfield Road.	Please refer to Section 4.6
NTA-C14-195	WITHDRAWN (Refer to NTA-C14-265) - The proposed routes will now disconnect major third level colleges and suburbs from Kent Station, and Bon Secours Hospital from Bishopstown.	Please refer to Section 4.15
NTA-C14-197	WITHDRAWN (Refer to NTA-C14-265) - The proposed routes will now disconnect major third level colleges and suburbs from Kent Station	Please refer to Section 4.15
NTA-C14-204	So much older people living in this area and no help to make submissions which I think is not acceptable.	Please refer to Section 4.15
NTA-C14-265	Made 2 previous submissions based on a map of Cork Southwest which I had downloaded from your website. I have since found that this map is out-of-date and that the basis for my submissions is therefore incorrect. Please withdraw this map from your website or mark it out-of-date.	Please refer to Section 4.15
NTA-C14-280	The current plan is to take all the land in front of our dry-cleaning business on Curraheen Road and convert part of it to a green area and the remaining to the bus lane. We have several contracts, deliveries and customers bringing heavy items daily. Removing our car spaces will mean that our customers will park at the entrance of the estate next to us. This is already congested, and it will cause further problems with access to the estate.	Please refer to Section 4.4
NTA-C14-280	Taking all the land (car park in front of dry cleaners) also limits the options for future development. We feel it is an ideal location for a cafe/restaurant with an outdoor seating area.	Please refer to Section 4.5
NTA-C14-282	Waterfall is a rapidly growing area with a large residential population and a lot of older families also and growing population of young people. There are no local shops etc so it would be useful for access to Bishopstown and of great benefit to the area. It would be great to see the original plan reinstated.	Please refer to Section 4.6
NTA-C14-339	I am 100% in favour of all the bus connect routes. I don't live close enough to allow me to use it without a connection, but it will encourage me to use public transport more. Encourage my child and wider family network to use it and look forward to a vital piece of future infrastructure.	Please refer to Section 4.12
NTA-C14-347	I'm just off from it, maybe 200ish meters. This would be perfect. Both in terms of the cycle paths as I am trying to make greater use of the TFI Bikes by the Mardyke as well as have a serviceable and reliable bus route. Cork needs this. Not just this route obviously but many if not all the proposed ones.	Please refer to Section 4.12
NTA-C14-407	The current NTA plan to block cars entirely from entering and exiting Liam Lynch Park at Wilton Road will slightly improve utility for pedestrians and cyclists crossing on the road. It will however remove a pressure relief mechanism for traffic to exit to Glasheen road and onwards to places like the Bons Hospital UCC and Town in bad traffic situations. This relief facility does not have to be lost to make most of the changes proposed by the NTA at the junction. It is currently illegal anyway to make a right turn in to or out of Liam Lynch Park through the junction. If the left turn for cars off Wilton Road is retained all the other proposed changes which physically embody the bulk of the current legal situation would create the NTAs desired enhanced Pedestrian and Cycle path into Liam Lynch Park while retaining the relief of traffic pressures afforded by the current access.	Please refer to Section 4.2
NTA-C14-475	It is extremely dangerous to turn right from Washington street onto grand parade while cycling, you must cross a lane of traffic turning left, but BusConnects does not appear to try to fix this. There are several possible solutions (signal priority for bicycles being one). This dangerous situation should be rectified.	Please refer to Section 4.3
NTA-C14-522	This submission seeks a 'rethink' on how the proposed system will work on Wilton Road, as part of making Bus Connects Cork a better plan. This re-think requires: Taking A Step Back by rescheduling of the project to allow modelling and research to underpin the objectives of Bus Connects Cork and which would reflect the lay out and unique nature of Wilton Road built in the 1930s. Improving public transport while working within the confines of the existing 3 lane road, which has an existing bus lane and also by increasing the number and frequency of buses, such as shuttle buses operating circular routes at peak times and also, introducing the proposals to make bus travelling more attractive. No acquisitions /CPOs for taking people's gardens. Reducing traffic and noise by banning all HGVs and other large vehicles such as rural buses and redirecting them to the South Link Road. Bus Connects must not turn Wilton Road into a corridor, we are a community in a residential area.	Please refer to Section 4.6
NTA-C14-522	We ask that all proposals in relation to Wilton Road be paused. Firstly, to enable a new Feasibility Study (to replace Section 2A of the "Feasibility and Options Assessment Report Bus Corridor 8 dated 28 June 2022"), to be undertaken based on new data currently being collected and the resulting modelling of options arising from such data. This is in the context of significant changes to the assessment criteria and sub-criteria following the first round of consultation (such as the alternate cycling routes, etc.) and the implications of changes to the criteria arising from the following proposals. For example, these proposals will impact on criteria such as the Cost Assessment and Transport Economic indicators as well as the Environment indicators such as Landscape and Visual, Air Quality, Noise and Vibrations. The intention is to avoid/ and or reduce the Capital costs associated with retaining the structures of 90-year-old properties and to protect the structures listed as of regional significance.	Please refer to Section 4.16
NTA-C14-522	Secondly, remove heavy traffic from Wilton Road by: (A) erecting Park and Ride Facilities be established near the entrances to the road, such as Carrigrohane Road and Bandon Road.	Please refer to Section 4.19

Reference	Statement	NTA Response
NTA-C14-522	(B) Re-directing the movement of Heavy Goods Vehicles (HGVs) and Rural Buses and other freight vehicles from the populated residential area of Wilton Road and other unsuitable local roads by redirecting them to the South Ring Road.	Please refer to Section 4.2
NTA-C14-522	(C) Maintaining the entrance to Liam Lynch Park. We, as a community, are anxious to maintain accessibility and social inclusion of all our neighbours, as well as providing all of us with access to each other. We are seeking to avoid any actions and proposals that would create a divide and put further distance between us.	Please refer to Section 4.8
NTA-C14-522	Thirdly, by proceeding with all speed the construction of the proposed Northern Ring Road for Cork is included in the National Development Plan 2021-2030 and is part of the Cork Metropolitan Area Transport Strategy (CMATS). It is envisaged that the road would link the M8 Cork to Dublin motorway with the planned M20 Cork to Limerick motorway and the South Ring Road near Ballincollig. The Northern Ring Road will be a vital piece of infrastructure designed to take heavy traffic out of places like Cloghroe, Clogheen, Kerry Pike, and to stop heavy traffic from going up places like Wilton Road.	Please refer to Section 4.2
NTA-C14-522	The creation of Park and Ride facilities on the outskirts of the city would also help to reduce traffic volumes and increase transit times for public transport.	Please refer to Section 4.19
NTA-C14-522	We request that all our proposals be developed into a fully functioning design to be included in the modelling mentioned by the NTA during consultation would look at current and future traffic flows and would need to be transparent and independently verifiable in terms of its component inputs. We are seeking that you confirm right and left turn access and egress from Wilton Road will remain for all properties. We are seeking that you confirm right turn on to Magazine Road at Dennehy's Cross will remain for traffic heading North on Wilton Road.	Please refer to Section 4.16
NTA-C14-522	We are concerned that the NTA intend to widen the road by removing private gardens. This issue is causing anxieties and difficulties for many residents. So, we are not willing to surrender any part of the garden. We need the space we have.	Please refer to Section 4.20
NTA-C14-522	Our home is built on an area of limestone outcrop with a potential for subsidence and a sloping driveway. This would also have a knock-on effect on foundations of the property. Some house foundations have already been undermined by traffic vibrations.	Please refer to Section 4.21
NTA-C14-522	Should any land-take of our garden be required it would render it impossible to drive into as well as creating difficulties for a disabled person, [personal information redacted], to walk a steep driveway.	Please refer to Section 4.22
NTA-C14-522	If the value of the property is affected in relation to value and/or insurance cover, we will have to seek substantial compensation.	Please refer to Section 4.18
NTA-C14-522	The NTA recognises that the car is still required although this a contradiction of its position to reduce private vehicle ownership by getting more people into public transport while its plans are to widen our Wilton Road (and other roads) to cater for more private vehicle ownership. So, we ask that all land acquisition be taken off the table	Please refer to Section 4.20
NTA-C14-522	The quality of our life including air and noise pollution problems. We are seeking a reduction in both noise and air quality. The recent (February 2023) Cork Air Quality (Clean Air Together) Project measured the nitrogen dioxide NO2 outside my property as 13.5 micrograms per cubic meter against an average reading for the area as 8.7 micrograms per cubic meter (ug/m3). The overall results how that the more traffic there is in an area, the higher the levels of NO2. We never anticipated living on a 4-lane highway so we are opposed to the introduction of a 4th traffic lane, as this will increase traffic density with resulting noise and air pollution, as well as putting a wider divide between the community on each side of the road. There is also the issue of Pedestrian crossing ability across 4 lanes.	Please refer to Section 4.7
NTA-C14-522	We are asking that traffic and noise be reduced by banning all HGVs and other large vehicles such as rural buses from Wilton Road and redirected, to the South Link Road. Increased traffic flows will also impact on our commuting times and ease of driving to and from our home.	Please refer to Section 4.2
NTA-C14-522	Enhanced bus lanes would allow buses to travel at greater speeds which would be less safe for people living on Wilton Road. Our experience since the introduction of the existing bus lane resulted in a fast lane putting pedestrians with buggies and wheelchairs at risk and is also now used by cars turning left on to Wilton Gardens (mostly dropping and collecting school children).	Please refer to Section 4.11
NTA-C14-522	We also note it is proposed that the Wilton Roundabout would need to be converted to a signalised junction. This could cause more congestion with the build-up of traffic which currently has managed free flow round the roundabout. We request that full modelling be undertaken to ensure the correct option is taken to minimise future congestion.	Please refer to Section 4.2
NTA-C14-522	We also have concerns regarding Construction Stage issues. In addition to existing traffic issues, construction work would have an intolerable impact for residents. Our right to enjoy our property will be greatly diminished.	Please refer to Section 4.23
NTA-C14-522	This raises the issue of subsidence. The works planned have the potential to cause extra stress on our property foundations. No assessment of the potential risk has been undertaken. Some of these properties are over 90 years old.	Please refer to Section 4.21
NTA-C14-522	We have concerns about the Poor Quality of Vision and Thought in the design of Bus Connects Cork. This is reflected in the high level of critical comment and the very limited number of supports for the scheme as reflected in the feedback from Round 1 of the consultation process. New thinking is required to maximise existing road space. The benefits of bus lanes are typically marginal and not necessarily relevant to why people choose to drive rather than take the bus. More efficient and effective use of existing bus lane should eliminate need for a second bus lane. The volume of traffic already on this residential road is unsustainable but adding additional lanes is not the answer either.	Please refer to Section 4.17
NTA-C14-522	There is a wealth of measures that enhance the attractiveness of bus travel, and they are likely to be more cost effective, sustainable and easier to trial than widening city roads. Some of these include Expand bus-detection system on the approaches to signal junctions, to prioritise their movement through the intersections. Improve traffic-signal infrastructure along the corridor to benefit capacity throughput and coordinate with other nearby signal junctions, particularly at noted pinch points. Introduce	Please refer to Section 4.6

Reference	Statement	NTA Response
	the concept of bus priority (rather than bus lanes) covers several techniques, such as: Signal priority (where the lights change as a bus approaches). Filters (where buses have exclusive access through control points). Bus Gates (where traffic is held in a queue that buses can circumvent).	
NTA-C14-522	The urgency to spend €600m is creating a dangerous pressure to deliver something expensive and ineffective. The NTA needs to recognise that spending scarce public funds on bus lanes requires the modelling of high-quality data to provide a very high degree of confidence to the public that they will be effective, because international studies have shown otherwise. The Bus Connects Cork proposals imitate the Dublin Bus Connect proposals almost word for word. The Dublin Bus Connect proposals were copied from elsewhere (mostly from the UK). However, Cork is different to Dublin in geographical design and layout. This requires a unique approach to address the objectives of having a more effective public transport network. Bus Connects says journeys along the 5.3km road from Bishopstown to Cork city will be slashed from 35 minutes to 19. This objective of reducing the 208-bus journey from Curraheen to city centre by 17 minutes is already at risk because there is no confidence, and it is not attractive to car drivers. There is danger that the funds for the Cork Bus Connects scheme will be mis spent, in that the vague objectives will not be achieved. There will have to be an accounting for this expenditure. We all favour a better public transport system that is designed to meet our needs. That requires investment but not to the extent of €600m. There are examples of some of this being frittered away already (e.g., visualisation videos on You Tube!). Needless to say, €600m would build a lot of homes, and provide investment support to the mental health and disabled services and achieve a lot of the supports that the community needs. International studies have revealed that experts are unwilling to admit that traffic models are flawed. There is no guarantee that a reduction of 17 minutes in bus journey time from Curraheen to the derelict city centre, where businesses are closing down, will be achieved. And even if it does, so what! Studies of bus priority schemes (such as the 1999 “A comparative assessment of major bus priority schemes in Great Britain” which covered ten cities) revealed that any improvement in bus journey times achieved in UK priority schemes did not loosen people’s attachment to the car and did not create any significant transfer from private to public transport.	Please refer to Section 4.10
NTA-C14-522	We are in favour of a better, more efficient, and effective public transport system but the people of Cork are not lobbying for it. Most car drivers are not seeking an alternative mode of transport. We prefer to be a car dependent society. Only those who use it value public transport, such as older people, people with disabilities, mothers with babies and some students. Bus Connects is not really for us. It is only necessary for those who personally use it. Most of us don’t or very rarely use it; And it seems likely that we won’t. A huge amount of time and work is required in advance of making any progress in implementing the Bus Connects proposals to develop a world class public bus service for all the people of Cork. In the meantime, we see no point in getting on a bus to go into a derelict city with fewer and fewer shops and businesses. The disadvantage of bus travel to get where we want to go – e.g., to a suburban shopping centre - is much larger than the small-time advantage that a bus lane affords and the big-time advantage that a car provides to bring the weekly shopping home. We see no point in giving up a bit of a valuable front garden to achieve an unsupported objective of saving minutes on a bus journey. Bus lanes are not where you start. You start with modelling high-quality data to provide a very high degree of confidence to the public. Also, you start with new Park and Ride facilities in Bishopstown area and assess the impact of these before any other proposal is implemented.	Please refer to Section 4.6
NTA-C14-522	It is unclear what the strategy is really trying to achieve. There are 5 outcomes stated in the documents. These are vague general aspirations that have no modelling or comprehensive research data to prove that they will be effective. There is a small reference to benefitting climate change strategies. It is not clear what the NTA is trying to achieve. Perhaps it is to increase bus passengers by people who currently drive into and around the city? That is not going to happen. Research in Great Britain shows that the benefit of bus lanes is typically marginal, and difficult to predict reliably from theoretical modelling, and not necessarily relevant to why people choose to drive rather than take the bus. A bus lane can, at best, save a few minutes on a relatively short part of an entire journey. Door to door, taking the bus will always have time penalties compared with driving; focussing too closely on beating cars for a small part of the journey misses other ways in which buses can be made more attractive. Research shows that there is a wealth of measures to enhance the attractiveness of bus travel. These can be implemented or trialled relatively cheaply and quickly, and they are all likely to be more cost effective, sustainable, and easier to trial than widening city roads. Only if those measures fail to deliver a significant modal shift, and if the modelling with high quality data provides a very high degree of confidence that bus lanes will achieve that shift, only then should there be a contemplation of spending millions of euros to take precious urban green spaces and/or gardens to create new road capacity.	Please refer to Section 4.10
NTA-C14-522/ NTA-C14-563 / NTA-C14-688 / NTA-C14-755 / NTA-C14-777/ NTA-C14-940 /NTA-C14-1219 /NTA-C14-1310 / NTA-C14-1442 / NTA-C14-1448	Objection to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy’s Cross. Given that the “solution” to the pinch points from Lidl and Aldi onward and from Victoria Cross into the City is the creation of Bus Gates, we question the cost versus benefit of widening Wilton Road when it is essentially trapped between two serious traffic pinch points. Consequently, we request that other alternatives be explored e.g., Alternating bus lane on Wilton Road - Implement a northbound and southbound alternating bus lane on Wilton Road which would remove the requirement for land acquisition on Wilton Road and reduce capital costs. Widening the road would result in negative consequences, including the removal of front garden space and a detrimental effect on parking availability for residents and visitors.	Please refer to Section 4.6
NTA-C14-522/ NTA-C14-563 / NTA-C14-688 / NTA-C14-755 / NTA-C14-1219 / NTA-C14-1310 / NTA-C14-1442 /NTA-C14-1448	Negative effect on parking availability for dwellers and visitors as there is no ‘on street’ or any other parking available nearby.	Please refer to Section 4.4
NTA-C14-522/ NTA-C14-563 / NTA-C14-688 / NTA-C14-755 / NTA-C14-1219 / NTA-C14-1310 / NTA-C14-1442 /NTA-C14-1448	The removal of front garden space also means that turning cars to exit on the main Wilton Road is becoming impossible, thereby creating a dangerous situation where people will have to reverse on to Wilton Road. This is already an issue with 3 lanes and will become more of an issue if the road is increased to 4 lanes.	Please refer to Section 4.11
NTA-C14-522/ NTA-C14-563 / NTA-C14-940 /NTA-C14-1219/ NTA-C14-1310	Closer proximity of vehicles to resident’s front doors has a negative impact on quality of life with additional noise, vibration, and air pollution for the Wilton Road residents. Wilton Road is a residential area and needs to be seen and treated as such – solutions need to be appropriate and in keeping with the area.	Please refer to Section 4.7

Reference	Statement	NTA Response
NTA-C14-563 / NTA-C14-688/ NTA-C14-755/ NTA-C14-777 / NTA-C14-1219 / NTA-C14-1310/ NTA-C14-1448	Reduce dependency on Wilton Road as main thoroughfare by Progressing the North Ring Road and the Northern Distributor Road and by relocating HGV's and county buses to more suitable routes and by creating more Park and Ride facilities. The creation of Park and Ride facilities on the outskirts of the city would also help to reduce traffic volumes and increase transit times for public transport. Park and Ride facilities can divert cross-city traffic away from Wilton Road. These measures will improve transit time for public transport and will also improve the quality of life for local residents.	Please refer to Section 4.19
NTA-C14-563 / NTA-C14-688/ NTA-C14-755/ NTA-C14-777 / NTA-C14-1219 / NTA-C14-1310/ NTA-C14-1448	Additionally, alternative routes should be explored for heavy goods vehicles (HGVs) and county buses, such as the Carrigrohane Straight Road, Poulavone Roundabout, Carrigrohane Road, and the South City Link Road.	Please refer to Section 4.2
NTA-C14-522/ NTA-C14-563 / NTA-C14-688/ NTA-C14-755 / NTA-C14-1219 / NTA-C14-1310 / NTA-C14-1442 / NTA-C14-1448	Wilton Road is a residential area and therefore all options should be progressed to reduce the dependency on this route by utilising alternative more suitable routes such as the Carrigrohane Straight Road by re-directing significant volumes of cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road and the South City Link Road especially for HGV traffic and county buses. Consistently HGVs and county buses are using Wilton Road to expedite their journeys with no consideration for the local residents. They consistently break the speed limit and add to the congestion, noise, and air pollution on the road. A genuine effort to alleviate the heavy traffic on Wilton Road would be a positive way to indicate to residents that our quality of life is a consideration in this project. Key to this, and as stated in the CMATS report, the construction of the North Ring Road and the Northern Distributor Road need to be prioritised. Mitigating the volume of traffic on Wilton Road would, in conjunction with improving the quality of life of residents, improve transit times for public transport significantly without the need to widen the road.	Please refer to Section 4.2
NTA-C14-522/ NTA-C14-563 NTA- C14-688/ NTA-C14-940 / NTA- C14-1310 / NTA-C14-1442 / NTA- C14-1448	There are already many issues regarding subsidence along Wilton Road which will be exacerbated during the construction phase of the STC, not to mention the ongoing issue thereafter of buses and light rail trundling along significantly closer to our houses and foundations than they already are. I don't think a proper survey of the Wilton Road has been done to assess the impact of the construction phase and the long-term impact on our homes. Residential homes on the upper half of Wilton Road (numbers 71 through to 74) are split level having been constructed in the 1950s with basements (as coal bunkers as far as am aware). Having spoken with Arup representatives during the public consultation meetings it was obvious that they were not familiar with the area that the STC would directly impact and had not done a proper assessment.	Please refer to Section 4.21
NTA-C14-522/ NTA-C14-563 / NTA-C14-688 / NTA-C14-777 / NTA-C14-940 / NTA-C14-1310 / NTA-C14-1442 /NTA-C14-1448	Signalisation of Wilton Roundabout - The current roundabout works well for most of the day – signalisation will curtail flow leading to tailbacks. Concerns that Wilton Road will become even more congested during rush hours. Pedestrians and cyclists can be facilitated without signalisation of the roundabout by implementing a Dutch style roundabout which can accommodate all stakeholder's safety. We need to see computerised modelling showing traffic flow on the proposed signalised Roundabout with current traffic volumes, the proposed signalised Roundabout with future traffic volumes, A Dutch style roundabout with current traffic volumes, A Dutch style roundabout with future traffic volumes. Confirm right turn access and egress from Wilton Road will remain for all properties. Confirm right turn at Dennehy's Cross will remain for traffic heading North on Wilton Road. Feedback on current traffic management systems that are in place and how they are synchronised and controlled, and how the traffic lights are synchronised, and what sort of smart control systems are in place, for the control of traffic lights, and managing and optimising traffic flow, at all times of the day from the outskirts of the city to the centre, and from the city centre to the outskirts. and what commitments are in place to improve and advance these traffic management systems.	Please refer to Section 4.2
NTA-C14-563 / NTA-C14-1219 / NTA-C14-1310	While Wilton Gardens junction does require safety improvements to prevent traffic accidents and make it safer for pedestrians and cyclists, this must be balanced in respect to the excessive land acquisition for the homes directly impacted at this junction which currently includes two sides of homes being impacted. Confirm right turn access and egress from Wilton Road will remain for all properties. Confirm right turn at Dennehy's Cross will remain for traffic heading North on Wilton Road.	Please refer to Section 4.11
NTA-C14-611	Welcome the addition of a quiet street to support greater walking and cycling to the west of CUH and contained in Map 8 and 9. Welcome the rerouting of the cycle lane along Glasheen Road and through Schoolboy Park. This was identified as a quick win route for healthcare workers in 2020. They collected over 3,000 signatures in support of a safe cycling route from the city to the CUH. Welcome the reduced impact on front gardens on Wilton Road to accommodate the bus lanes.	Please refer to Section 4.12
NTA-C14-627	I support the new cycle lanes on the Bishopstown Road. Fully support the bus lanes on the Wilton Road, it appears to minimise the land acquisition required for expansion.	Please refer to Section 4.12
NTA-C14-627	I am concerned about the tight turning corner for the new Junction that replaces the Wilton roundabout. Some of these sections may be subject to further changes for the planned Cork Luas.	Please refer to Section 4.2
NTA-C14-627	Disappointed that there is no cycle lane along this section but as far I'm aware there are plans in place to have a bidirectional cycle lane running parallel to Wilton Road. Glasheen and Cottage Mews connection provides a good alternative for cycle traffic coming from City centre. Map 12/19 features a new riverside bidirectional bike lane beside the sacred Church, of which I'm fully supportive of. Perhaps widening the footbridge initially built by the Kingsley Hotel could accommodate walkers and cyclists better since this is a very popular route on most days. Map 19/20 also features a bidirectional bike path alongside Sundays Well Road which I support in principle, this connects well with plans of the cycle infrastructure going through the grounds of St Kevins and Hyde Park.	Please refer to Section 4.3
NTA-C14-640	I welcome the changes proposed post the first round of consultation especially the removal of the presentation brothers field cycle path behind my home.	Please refer to Section 4.12
NTA-C14-640	I welcome the proposal for a 30kmph speed limit on Wilton through what is a residential area.	Please refer to Section 4.12
NTA-C14-640	I hope the policing and live notification of speed to users will be very evident and effective to ensure adherence.	Please refer to Section 4.27
NTA-C14-640	I would recommend a reduction in carriageway width to encourage speed reduction and allow more space for pedestrians.	Please refer to Section 4.6

Reference	Statement	NTA Response
NTA-C14-664 /NTA-C14-770	The front of my house is very tight on space and one car can just about fit in and turn, obviously as it is a main road it is imperative that a car can turn in the driveway. If this driveway is made smaller, then this will not be possible, and I dread to think how anyone will be able to reverse onto a main road firstly crossing a footpath and then a cycle path.	Please refer to Section 4.4
NTA-C14-664 /NTA-C14-770	If anyone pulls up to my gate to collect me, they will no longer be able to do so as there will be a cycle lane and poles in place.	Please refer to Section 4.3
NTA-C14-664 /NTA-C14-770	Taking any part of my property will have a huge impact on my house value as it is obviously desirable to anyone buying a house to have proper parking and turning facilities	Please refer to Section 4.18
NTA-C14-664 /NTA-C14-770	It is always a hard road to cross and there has been accidents and I have been knocked down while crossing, if you add two cycle lanes it is going to make it a lot harder for people to cross these lanes to get to the bus stop for town especially the elderly and people with restricted vision.	Please refer to Section 4.11
NTA-C14-672	Objection to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's cross.	Please refer to Section 4.10
NTA-C14-749	I believe from a constant observation point that my business' location allows me that traffic congestion in Bishopstown isn't a significant problem and doesn't require such dramatic changes as proposed. Illustrated in the video there has been a wall included with the reconstruction of the stop. Under no circumstances will I agree to a wall being built in front of my property. One parked car would block the car park completely taking away the convenience my business has been built on.	Please refer to Section 4.5
NTA-C14-749	No right turn from the top of Hawkes Rd onto Curraheen Rd would alleviate congestion on Hawkes Rd and traffic could turn right at the top of Barrett's Lane instead. Invest funds into a road that could bring MTU traffic out behind the university and on to the south link road. Create a bus stop that is off the main Model Farm Rd after the right-hand turn from the Melbourne Rd allowing traffic to run more smoothly.	Please refer to Section 4.2
NTA-C14-749	As illustrated on maps and videos the bus stop outside my business [personal information redacted] has been enlarged to a point where it encroaches into my property significantly. I cannot agree to this. Firstly, it is what I consider to be over kill and a waste of funds for a service that stops on average for 10-12 seconds. This bus stop has never more than 5-6 pupils from the local schools waiting there, that's as busy as it gets as the bus moves closer out to the hinterland, most passengers have already left the service at other stops before it, the Wilton/CUH stop being most people's final destination. I would submit that this footpath outside The Outpost remain as is. An open-faced bus shelter is more than adequate for this stop needs. The bus remains in the bus lane here as illustrated in the video so why such a large land grab?	Please refer to Section 4.20
NTA-C14-749	A dual carriage way in Bishopstown is neither required nor welcome and would finish off once and for all the progress business owners and residents in Bishopstown have made to create a village centre. With significant investment from the Credit Union, Dunnes Stores, and others the people of Bishopstown are on the cusp of getting a village centre they've desired for decades now.	Please refer to Section 4.8
NTA-C14-788	The proposed new BusConnects Bishopstown to City transport corridor is proposed to run along Curraheen Road, and as currently presented will have a significant impact on the operation and business of Bishopstown Credit Union.	Please refer to Section 4.5
NTA-C14-788	We refer to Map 2 and note that the existing Credit Union boundary is proposed to be replaced with a proposed new boundary that runs right up to the Credit union building and proposes to take the complete Credit Union owned area and car park in front of the building to facilitate the new proposed transport corridor.	Please refer to Section 4.4
NTA-C14-788	The Credit Union is an important local facility for the community, and the proposed development will have a detrimental effect on the area (which is currently going through a business rejuvenation) and on the provision of an important service to the local community.	Please refer to Section 4.8
NTA-C14-788	Bishopstown Credit Union serves 22,000 members (customers), mostly from the local area, and has a significant amount of footfall attending the premises on Curraheen Road on an ongoing basis, with a current weekly average of 945 members attending the office (see weekly footfall figures included in Appendix 1).	Please refer to Section 4.5
NTA-C14-788	The vast majority of these members attending the premises would drive to the premises, and park outside the premises. There is currently a pull in area and 9 car parking spaces (including 1 disabled parking space) provided by the Credit Union for members attending the Credit Union, and these car parking spaces are extensively utilised by members and are a safe and secure place for members to park and attend the Credit Union. Should the transport corridor proceed as proposed a significant question arises as to where the members attending the Credit Union premises are going to park. The current proposal includes 3 general public parallel car parking spaces along the road, to serve the Credit Union and the 2 adjacent businesses, Cremin Dry Cleaners and Dino's take away (noting that these 2 businesses also have their own car parking areas in front of their premises). We note that the nature of all these 3 businesses involves the customer attending the premises and 3 car parking spaces for this level of business activity in a small area across the 3 businesses is totally and wholly inadequate.	Please refer to Section 4.4
NTA-C14-788	We would strongly content that if all the Credit Union car park is gone, in addition to the Cremin Cleaners and Dino's take away car parks, there will be a significant amount of cars looking to park somewhere in the area, and this potentially leads to safety concerns with multiple vehicles looking to park in an area with very limited car parking spaces and a main transport corridor.	Please refer to Section 4.11
NTA-C14-788	The section of the transport corridor proposed for outside the Credit Union premises contains all elements i.e., 2 carriageways, 2 bus lanes, 2 cycle lanes and 2 footpaths, with a total proposed width of 20 meters. We would question the requirement and the basis for having all elements of the corridor for this short space, given that this width of corridor is proposed to commence approx. 50 meters before the Credit Union premises, and cease approx. 150 meters after the Credit Union premises. It would appear to the Credit Union that there is little material benefit from having this small section of full width transport corridor, given the bus lanes and cycle lanes cannot be facilitated a short distance before and after the Credit Union. The Credit Union premises is approx. 12m from the footpath around the Credit Union building to the public footpath by the road. The Credit Union would contend that there is sufficient space here, with proper design and planning, to allow for an improved transport corridor and for the Credit Union to retain its current parking facilities. See pictures included in Appendix 2 showing the space in from of the Credit Union premises.	Please refer to Section 4.10

Reference	Statement	NTA Response
NTA-C14-792	I am absolutely disgusted with the anxiety you are putting on myself and my wife who are in our [Personal information redacted]. With the documentation that has no bearing on what it appears you have in mind for the changes	Please refer to Section 4.24
NTA-C14-792	I want to know if you are to take property from me which I strongly object to what provisions are you making for my family who have to visit me on a regular basis for them to park their cars?	Please refer to Section 4.4
NTA-C14-792	It is quite obvious to me that the people who are sending out the brochures are not paying for them they are so wasteful and bad for the environment	Please refer to Section 4.7
NTA-C14-792	I would also like to advice you both the Road and the houses are subject to subsidence if the new proposed traffic layout causes this subsidence to occur will you commit to pay all the bills in full.	Please refer to Section 4.21
NTA-C14-798	We ask that all proposals in relation to Wilton Road be paused and prioritisation be given to the following projects. Erecting Park and Ride Facilities be established near the entrances to the road, such as Carrigrohane Road and Bandon Road •Re-directing the movement of Heavy Goods Vehicles (HGVs) and Rural Buses and other freight vehicles from the populated residential area of Wilton Road and other unsuitable local roads by redirecting them to the South Ring Road. In this context, also examining the feasibility of consolidation centres and break-bulk facilities outside of the national road network in the medium term, to facilitate smaller vehicles delivering to the City Centre. To enable traffic free flow. Proceeding with the construction of the proposed Northern Ring Road for Cork as included in the National Development Plan 2021-2030 and which is part of the Cork Metropolitan Area Transport Strategy (CMATS). It is envisaged that the road would link the M8 Cork to Dublin motorway with the planned M20 Cork to Limerick motorway and the South Ring Road near Ballincollig. The Northern Ring Road will be a vital piece of infrastructure designed to take heavy traffic out of places like Wilton Road.	Please refer to Section 4.2
NTA-C14-798	The first consultation response by the NTA in relation to subsidence is inadequate as it has been reduced to a footnote at the end of a larger question around property value. Wilton is in a known area of subsidence and several properties along Wilton Road and the wider area have been underpinned having already experienced subsidence. Insurance protection for subsidence is already loaded because of this and some residents are unable to take out subsidence cover due to the cost associated. It goes without saying, without any need for the geotechnical studies planned, that the planned works will at the very least have a negative effect and will more likely have a detrimental effect to the ground conditions and structures and houses along the route. The idea of increasing driveway gradients, reducing distances between traffic and houses, and increasing the capacity of the road to take additional heavy vehicle traffic and in the future light rail network can only undermine the existing conditions in the area. The nature of the traffic on Wilton Rd is such that when cars are stuck in traffic there is no movement and no ground vibrations from moving traffic. The greatest vibrations felt by residents in their houses is that caused by buses and HGVs travelling at increased speeds on the road. The addition of a bus lane will double the amount of heavy vehicle traffic from buses causing the maximum detrimental effect possible from this type of traffic. The future addition of a light rail system which will be heavier again and cause even worse vibrations than those of buses. The response from the NTA indicates that they will “eliminate the possibility of subsidence”. This is a guarantee that would have to be strictly adhered to and there should not be a time limit on it. Information regarding the guarantee in place, the available avenues for residents to follow in the very likely event that subsidence will occur, compensation measures for subsidence, insurance cover details should all be set out clearly for residents to assess the future implications of this eventuality accurately and completely.	Please refer to Section 4.21
NTA-C14-798	The Carrigrohane Straight Road and the South City Link Road are far more suitable for HGV traffic due to the non-residential nature of these roads. HGV's can be easily re-directed via this alternative route using positive signage e.g., on the N40 before the junction with the N22 and at the R641 junction with N22 at Victoria Cross. This alternative route unlike Wilton Road does not pass through a built-up residential community. The implementation of this re-direction is not dependant on any other infrastructure requirement and could be undertaken immediately. This would reduce dependency on Wilton Road, improve the quality of life for residents and other road users and is in line with the objectives of the CMATS programme. Furthermore, West Cork buses currently use the Western Road and Wilton Road as a legacy route when this was the only route from the city centre to West Cork. The N40 South City Link Road and the N27 South Link are far more suitable for county bus traffic which would have the added benefit of a faster and more reliable bus service direct to the city bus terminal. Alternatively, the N22 Carrigrohane straight road could be used which would allow bus service to UCC and MTU if this was required for some West Cork bus services. Re-routing the county buses to the more suitable roads above would remove ~50 daily bus journeys from Wilton which would enhance Wilton Road for both road users and residents. Longer term improvements to reduce reliance on Wilton Road as a thoroughfare is to expedite the Northern Distributer Road and the North Ring Road which will reduce through traffic from Wilton Road, thereby improving bus, cycle and pedestrian flow while also improving residents' quality of life.	Please refer to Section 4.2
NTA-C14-798	Reconsider Wilton Road route design option no. 2 from the route assessment process which describes an alternating southbound and northbound bus lane on Wilton Road. The benefits of this solution include: • Major reduction in capital costs due to eliminated land acquisition requirement on Wilton Road. • Provides dedicated bus lane approaching both Wilton junction and Dennehy's Cross junction which, combined with an integrated traffic signalling system, would allow for bus preferential movement. • No land acquisition from residents of Wilton Road and therefore not negatively impacting homeowners' ability to park cars and maintaining their front gardens. This design option scored low in the route assessment process due to the assumed undesirable bus journey times, however this was based on generic times from a software package as opposed to a real time roadside survey. We ask that a full roadside survey and traffic light preferential sequencing be undertaken to determine if these times would be achieved with an alternating bus lane as opposed to a full dedicated bus lane in each direction.	Please refer to Section 4.6
NTA-C14-798	The Cork Northern Distributer Road has been identified as a short-term objective and a 'critical enabler' for CMATS. Based on the indicative route, it is construction would re-direct significant cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road. We therefore urge that this be expedited as soon as possible. Furthermore, the progression of the North Ring Road would alleviate traffic congestion on Wilton Road by removing 'cross city' traffic from the Bishopstown area. Over the last 25 years Wilton Road has become a vital component in Cork's transport infrastructure carrying, in 2014, over 9.5 million vehicles annually, which equates to 26,027 vehicles daily. As the population of Cork grows these volumes increase annually. The western suburbs and approaches use Wilton Road to access the large employers north of the river such as Apple and for all northbound routes: Mallow, Charleville, Limerick etc. this cannot and will not change until alternative routes are provided.	Please refer to Section 4.2

Reference	Statement	NTA Response
NTA-C14-798	Consequently, air and noise pollution along Wilton Road have reached levels deemed unsafe by the World Health Organisation*. The enormous volumes of commuter traffic, HGVs, and County busses, make Wilton Road, with its narrow sloping footpaths treacherous for pedestrians and cyclists while being slow to transit for public transport. Wilton Road can be made safe for residents and facilitate good public transport without the need for extensive land acquisition by implementing existing plans that will have a significant impact on traffic volumes.	Please refer to Section 4.7
NTA-C14-798	The current NTA plan to block cars entirely from entering and exiting Liam Lynch Park at Wilton Road will slightly improve utility for pedestrians and cyclists crossing on the road. It will however remove a pressure relief mechanism for traffic to exit to Glasheen road and onwards to places like the Bons Hospital UCC and Town in bad traffic situations. This relief facility does not have to be lost to make most of the changes proposed by the NTA at the junction. It is currently illegal anyway to make a right turn in to or out of Liam Lynch Park through the junction. If the left turn for cars off Wilton Road is retained all the other proposed changes which physically embody the bulk of the current legal situation would create the NTAs desired enhanced Pedestrian and Cycle path into Liam Lynch Park while retaining the relief of traffic pressures afforded by the current access.	Please refer to Section 4.2
NTA-C14-798	Wilton/CUH large diameter roundabout – Current NTA proposal is conversion to signalled Junction. Wilton road residents have a better alternative improved Wilton Road Roundabout for enhanced cyclist and pedestrian utility. The prime objective of any infrastructural project would be to improve all aspects for its stakeholders as below: •Pedestrians •Cyclists •Motorists and Local Public Transit Providers •Regional Public Transit Providers and Heavy Goods Vehicles. The current plan to compress the junction into a signalled four-point crossroads reduces utility for most of the main stakeholder groups when compared to retention of the roundabout concept but with improvements in line with recent projects in Europe and the US. The proposal to reconfigure and upgrade the roundabout following the Dutch model should be evaluated as a solution to be implemented when space allows it is not for use in constrained small junctions. Our proposed reconfiguration would expand the roundabout into the space available per the marked up arial view below so that three isolated user groups (major stakeholders) can pass through the junction safely with minimised interaction in their own lanes. The fourth group Regional Transit and HGVs need to be rerouted away from the junction for the safety of the others. Further gains would accrue from moving the pedestrian traffic lights on Glasheen road east 100m. Local pedestrians would have the enhanced options of a crosswalk at the roundabout and another further east. Current traffic tailbacks backing into the roundabout from the lights on Glasheen road would be reduced and possibly eliminated which would improve traffic conditions at peak hours.	Please refer to Section 4.2
NTA-C14-798	Pedestrians: Current situation: Despite decades of complaints from residents no facility for safe crossing of pedestrians at the junction exists. NTA proposal: signalled crosswalk is not the safest solution it purports to be. Statistics from studies in the US demonstrate that there is an increased risk to other road users from drivers trying to beat lights at orange. Wilton Residents Preferred Solution: Enhanced and increased circumference roundabout with a footpath on the outermost ring of a three-ring isolated user roundabout with zebra crossings giving pedestrians priority over all other users.	Please refer to Section 4.9
NTA-C14-798	Cyclists: Current situation: Unsatisfactory and dangerous mixed use of roundabout with cars busses and HGVs. NTA proposal: Signalled Stop. Law abiding cyclists do not like the hard stop rules of lights which kill momentum and negate the advantage of the fall line. Wilton Residents Preferred Solution: Enhanced and increased circumference roundabout with and isolated meddle ring giving cyclists priority over all other cars and busses.	Please refer to Section 4.3
NTA-C14-798	Bus Traffic: Current situation: Busses currently have priority inbound with a bus and taxi lane on the west side of Wilton Road. Outbound busses are part of the overall road user population. Time studies carried out in other parts of the city have demonstrated that by far the biggest component of delays to bus progress is the time spent with single driver buses stopped to take on and get paid by passengers. NTA proposal: Bus prioritised signalled junction. As the bus will have its own lane coming into the junction from all directions there is no advantage to the bus to have priority at the junction. It is immediately at the entrance to the junction and can enter without delay. Wilton Residents Preferred Solution: Enhanced and increased circumference roundabout. An increase in capacity to the roundabout afforded by increased circumference with ease traffic flow and allow all users to move through the junction quicker. Buses will have the added advantage of their own lane to get to the junction entry.	Please refer to Section 4.17
NTA-C14-798	Car Traffic: Current situation: While not quite optimal the current roundabout works effectively 95% of the time and becomes less effective at traffic volumes reach peak in the morning when the lights on Glasheen road back the traffic up on to the roundabout blocking entry from Wilton Road. NB This brief period still works reasonably well as most users who are familiar with the roundabout employ the rules of the amber hatched box and allow flow to be maintained. NTA Proposal: Signalled narrow constrained junction. This is a retrograde move which would turn the clock back 50 years and clog the junction with all users frustrated. Wilton Residents Preferred Solution: Enhanced and increased circumference roundabout with priority given to pedestrians, bicycles and busses while mitigating the effect to cars. Heavy Goods Vehicles including Country Busses: Current situation: Despite decades of complaints from residents, HGVs, and Country buses use Wilton Road as a prime route into the city from the N40 orbital route. This adds to the danger cyclists and pedestrians suffer at the Wilton Road roundabout junction NTA proposal: No change. Wilton Residents Preferred Solution: Re-route HGVs and Country Buses from the route and the roundabout – reroute on the N22 link from the N40 through the Carrigrohane Straight to town.	Please refer to Section 4.2
NTA-C14-798	We request that this proposal be developed into a fully functioning design to be included for comparison in the modelling of the proposed lights system promised by the NTA during consultation. The modelling mentioned by the NTA would look at current and future traffic flows and would need to be transparent and independently verifiable in terms of its component inputs.	Please refer to Section 4.16
NTA-C14-807	Objection to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's cross resulting in compulsive purchase of land at the front of my property, [personal information redacted], Wilton Road, Cork, [personal information redacted] Removal of garden space will impact my property:	Please refer to Section 4.20
NTA-C14-807	Reduced parking availability and ability to turn cars on my driveway so can drive out onto Wilton Road instead of reversing. Negative effect on parking availability at my house for myself, my family, and visitors. No 'on-street' parking in the area. Can currently park four cars and turn three cars on my driveway.	Please refer to Section 4.4

Reference	Statement	NTA Response
NTA-C14-807	Closer proximity of all vehicles and double decker buses to the front of my house will result in -Negative impact on quality of life with additional noise, vibration, and air pollution.	Please refer to Section 4.7
NTA-C14-807	Reduced privacy in the front rooms of my house on both levels including a bedroom and bathroom	Please refer to Section 4.25
NTA-C14-807	Removal of yellow box on Wilton Road outside of Church entrance and removal of right turn lane at Dennehy's Cross towards College Road from direction of Wilton will result in increased: Placement of traffic lights at Wilton Road Roundabout will lead to increased congestion on Wilton Road in direction of Wilton due to congestion at pinch point by Wilton Avenue on Bishopstown Road which will back up to Wilton Road Roundabout resulting in increased: Congestion outside my house, Pollution, vibration, noise and loss of privacy at my house, Difficulty exiting from my house onto Wilton Road in the direction of Dennehy's Cross, Must retain the right to turn right onto Wilton road from my property. Reduction from two to one lane for vehicles other than buses from junction of Orchard Road and Victoria Cross to junction of Victoria Cross Road and Western Road will result insignificant increase to congestion due to amalgamation of the following into one lane: vehicles turning left at Victoria Cross junction, vehicles turning left at Victoria Cross Road and Western Road junction, vehicles continuing straight onto Western Road, Bus Connects proposal does not deal with the pinch point of Western Road and Lee Road which backs up to junction of Victoria Cross Road and Orchard Road and also Carrigrohane Road.	Please refer to Section 4.2
NTA-C14-807	Risk of Subsidence and Structural damage to my driveway and house. Issues regarding subsidence along Wilton Road will be exacerbated during the construction phase of the STC F. Ongoing issue regarding subsidence due to vehicles being closer to my property following works completion.	Please refer to Section 4.21
NTA-C14-807	Reduction from two to one lanes for vehicles other than buses from UCC Western Gateway Building to close to Victoria Cross will result in: Increased congestion, pollution, vibration and noise due to the amalgamation of traffic for the following directions into one lane: Veering right at Victoria Cross Junction in direction of Carrigrohane Road, Veering left at Victoria Cross Junction for Dennehy's Cross and Model Farm Road, Reduction from two to one lanes for vehicles other than buses from Victoria Cross to close to Dennehy's Cross will result in: increased congestion, pollution, vibration and noise due to the amalgamation of traffic for the following directions into one lane: Turning right onto Farranlea Road from direction of Victoria Cross Junction, Turning right onto Model Farm Road. Driving through Dennehy's Cross to Wilton Road. Alternative solutions proposed: Alternating bus lane on Wilton Road, implement a northbound and southbound alternating bus lane on Wilton Road which would remove the requirement for land acquisition on Wilton Road and reduce capital costs.	Please refer to Section 4.17
NTA-C14-807	Reduce dependency on Wilton Road as main thoroughfare by: Progressing the North Ring Road and the Northern Distributor Road. Relocating HGV's and county buses to more suitable routes and by creating more Park and Ride facilities.	Please refer to Section 4.19
NTA-C14-830	I would like to pay tribute to the consultation process that has pertained already. It is very reassuring to know that we have been listened to, and that changes have been made (removal of cycle lanes and use of Schoolboy's Lane) because of the submissions we made on the first round of invitations. These were helpful to both residents and overall logic, and I sincerely hope that the changes proposed will remain in effect and would ask that these be guaranteed, as a minimum, as my first request.	Please refer to Section 4.12
NTA-C14-830	It is not too late to stop considering Wilton Road as the only main artery option from the West side of city into city centre and to look at other possible routes for the heavy traffic. It is not too late to consider an alternating bus lane on Wilton Road.	Please refer to Section 4.2
NTA-C14-830	It is not too late to take cognisance of the consequences of decreasing our parking spaces within our property.	Please refer to Section 4.4
NTA-C14-830	My house has been underpinned as have many of my neighbours and the impact of heavy traffic on the underlying structure of this area is a big worry to us all.	Please refer to Section 4.21
NTA-C14-830	In short, this land take may not be necessary at all if reasonable alternatives are seriously considered.	Please refer to Section 4.6
NTA-C14-830	The new proposals for the Wilton Garden's junction with Wilton Road warrant further analysis. Will there be a constant, or frequent tailback of traffic impeding access and egress to houses on the north end of Wilton Road? I would feel that we deserve an assurance that a right turn for Northbound traffic at Dennehy's Cross from Wilton Road will be maintained.	Please refer to Section 4.2
NTA-C14-831	On the section between Westgate Rd. and the Bishopstown Bar there approx. 20 businesses operating. Many of which are in the Medical/Healthcare field i.e., Pharmacy, Dentists, Doctors etc. All of whom under the proposed plans will lose up to 50% of their own private customer parking spaces. These spaces are vital for the running of their businesses as patients and clients require the ability to park directly outside the premises to access the care facilities. With the current proposal these patients and/or carers would have to drive across bus lanes, cycle lanes and footpaths to get into their appointment and with the very limited space left for car parking outside each business they would have to reverse back out onto the main road again across the footpath, cycle lane and bus lanes which would be extremely dangerous.	Please refer to Section 4.5
NTA-C14-831	Along the proposed route there is also a Day Centre run by COPE. At this facility clients/patients get dropped off and collected each day. They require that their transport have direct access to the front door. This proposal will remove 50% of the car parking spaces along with the ability to pull in and turn safely. This is not acceptable.	Please refer to Section 4.4
NTA-C14-831	Cork City Council spent considerable time along with the Bishopstown Business Association on wishing to develop this area in Bishopstown as a Village setting. Removing cars from this area will destroy this vision. Bishopstown covers a large area and not all its residents will be able to use or access a bike or a bus to commute to this business district to conduct their business locally. An elderly person perhaps living at a far end of one of the many large housing estates in Bishopstown could find themselves very cut off from their local banking and medical facilities etc. without the use of a car due to the long prohibitive walk to a bus stop from their home. IT IS NOT AS SIMPLE AS "JUST GET THE BUS OR USE A BIKE"	Please refer to Section 4.8
NTA-C14-831	We are led to believe that the Traffic Survey has not yet been completed. The current proposal will create a pinch point/bottleneck at the Bishopstown Bar (city bound) because the bus lanes just disappear. This makes no sense. OPTIONS: 1. Utilise the Bishopstown Rd in conjunction with the Curraheen Rd. and perhaps have the Westbound buses travel parallel along the Bishopstown Rd. and have the Eastbound buses travel along the Curraheen Rd. Thus, eliminating the need for 2 bus lanes	Please refer to Section 4.2

Reference	Statement	NTA Response
	on the Curraheen Rd. hence reducing the volume of land required to achieve this project. 2. Build new safe footpaths and cycle lanes and have no bus lanes, but give buses priority or a filter when leaving bus stops along the Curraheen Rd.	
NTA-C14-848	I welcome the removal of the cycle lanes from Wilton Road and from the Presentation Brothers field and the proposed reduction of the speed limit on Wilton Road to 30km/hr. These are measures that must be retained in the finalised Preferred Route. Under the current NTA proposal to widen Wilton Road I ask that the NTA confirm that right turn access and egress will remain from all our homes and seek confirmation that the right turn at Dennehy's cross will remain for traffic heading North on Wilton Road. At present the sequencing of the traffic lights at Dennehy's Cross routinely presents challenges when exiting from my house on the east side of the road and turning right towards Dennehy's Cross (my most usual exit route), with only a short window of opportunity available at busy periods. This will likely be exacerbated with the proposed introduction of two further sets of traffic lights on the road at Wilton roundabout and at Wilton Gardens. This will result in four sets of traffic lights in a 650m stretch of road (Wilton roundabout to Dennehy's Cross). This is excessive and will negatively affect my, and my neighbours, ability to exit our properties. To understand the full effect of these lights, their operation needs to be included as part of the proposed traffic modelling for the Wilton roundabout that the NTA have agreed to undertake. Both current and future traffic conditions need to be modelled.	Please refer to Section 4.2
NTA-C14-848	Many homes on Wilton Road (including my own) currently have a steep driveway. As a result of the proposed widening these driveways will be further steepened, resulting in the need for steps to access our front doors. This is a significant issue for the elderly and those with impaired mobility, and measures need to be put in place to avoid the introduction of steps. This needs to be considered as part of this phase of the project to ensure that sufficient space is retained to allow for access without the need for steps.	Please refer to Section 4.11
NTA-C14-848	Of significant concern to myself and many of my neighbours who have suffered subsidence is the potential for long term settlement and cracking to our property due to the construction and subsequent ongoing operation of the proposed works. The issue of vibrations from the construction works and subsequently from the heavily trafficked lanes including the effect of a light rail system needs to be addressed. Clearly at construction stage vibration monitors can be put in place and any settlement etc. due to the construction works can be monitored and dealt with. Of more concern is the long-term impact, we need to understand how the NTA propose to deal with that. Will a long-term scheme to indemnify residents from the risks associated with the proposed works be put in place?	Please refer to Section 4.21
NTA-C14-848	Wilton road is a residential area and all measures that can be taken to improve the traffic flow on Wilton Road should be progressed. These measures would also be positive for the Bus Connects project: Reroute the HGV and country bus traffic away from Wilton Road e.g., the Carrigrohane Straight Road and the South City Link Road are far more suitable for HGV traffic due to the non-residential nature of these roads. Signage could be put in place now to implement this measure. The Cork Northern Distributor Road has been identified as a short-term objective and a 'critical enabler' for CMATS. Based on the indicative route, it is construction would re-direct significant cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road. This should be expedited as soon as possible.	Please refer to Section 4.2
NTA-C14-848	The proposal to signalise Wilton roundabout cannot be assessed by the residents without traffic modelling. The NTA agreed in 2022 to provide modelling and this needs to be progressed for both current and future traffic volumes. The modelling should be undertaken for the current roundabout configuration, the proposed signalised configuration, and a Dutch type of roundabout configuration. The results of the modelling need to clearly show the effects of each scenario separately; on cars, on cyclists, on pedestrians and on Buses/HGV's. As noted above the proposed four sets of traffic lights on the approach from Wilton Road should be included in the model.	Please refer to Section 4.16
NTA-C14-888	As part owner of [Personal information redacted] Wilton Road I wish to object to the proposed plan to widen Wilton Road from Wilton Road Roundabout to Dennehy's Cross to facilitate Route STC F for several reasons: - As a result of the first consultation a number of amendments were made to the plan mainly removal of cycle lanes from Wilton Road and from Press field. This considerably reduces the acquisition of land from properties, and we are very relieved that this was achieved. The reduction of the speed limit to 30KPH is also very welcome. I would hope that these concessions will remain in place as the process continues.	Please refer to Section 4.10
NTA-C14-888	Many residents have attended public meetings and online meetings with NTA representatives during both first and second consultations. However, we are consistently being asked to comment on maps of our properties which have minimal detail and no specific measurements. It is very difficult from the maps provided to interpret what exactly the land acquisition will be from any individual property. We understand that from an engineering perspective exact measurement will be available at the design stage but, residents are being asked to comment on the project now. Many residents with no expertise in large scale engineering projects find this process extremely stressful. We would like an assurance that there will be a complete Public Consultation and meaningful engagement with residents when proper documentation is available.	Please refer to Section 4.8
NTA-C14-888	Currently my access and egress, by car, to and from my property are difficult with one bus lane and two car lanes on the road. The works proposed will make this more difficult. Will I be able to ever turn right out of my property or turn right into my property? Can you assure me if this possible and will it be legal? NTA in reply to this, in the first consultation, say there is no reason why all residents cannot turn right from their properties, but I am very concerned re the safety of this manoeuvre and there is no doubt that, if there are any accidents caused by this, it will be the residents exiting their properties who will be liable for damages. I will only, with some difficulty, be able to turn left i.e., going North out of my property negotiating the safety of pedestrians, cyclists, and buses to get to car lane. Will I only be able to turn left into my property, coming from a southerly direction, again negotiating buses, cyclists, and pedestrians? Also, can you assure me that it will always be possible to turn right from Wilton Road to Magazine Road? As my place of work is southeast of my property if I can't turn south from my house or turn east at Dennehy's Cross how is it possible for me to get to work? The NTA replied to this query in the first consultation saying, 'there is currently no plan to remove this right turn'. I am not re-assured by this.	Please refer to Section 4.13
NTA-C14-888	Signalised Wilton Roundabout and Wilton Gardens concerns. Further to issues concerning access and egress I am very concerned about the effects of 4 sets of traffic lights on the stretch of road from Dennehy's Cross to Wilton Roundabout. i.e., Dennehy's Cross, Wilton Gardens, Liam Lynch Park and Wilton Roundabout. This is a relatively short stretch of road and how can these lights be co-ordinated to ease traffic flow or will the build-up of traffic at every set of red lights make it even more difficult for residents to access and exit properties. There is no doubt that Wilton Road roundabout needs an upgrade and facilities needed to make it safe for cyclists	Please refer to Section 4.2

Reference	Statement	NTA Response
	and pedestrians. But is signalling it the answer? We would need to see some data showing that this is the case and some information on what other alternatives were explored please. Perhaps cyclists and pedestrians would be better served by an overpass nearby.	
NTA-C14-888	Parking: I have also, at my own expense, configured my front garden such that I have room to drive in, turn and drive out even while other cars are parked in my property as it became impossible to back out onto the road. I have provided parking in front of my property to accommodate my own family and visitors as there are NO other alternatives for legal parking anywhere in the vicinity of my house. Removing my current parking facilities and reducing access to and from my house will seriously impact on my life and more so into the future as I grow older. If the land acquisition stays at a minimum this may not be an issue.	Please refer to Section 4.4
NTA-C14-888	My privacy will be seriously affected by the proposed scheme. The current distance of my property from the road is necessary to give me privacy. I have, at great expense, configured and planted the front of my property to maximise my privacy. Any reduction in the length of my front garden, bringing the public nearer to my two front reception rooms and two main front bedrooms, is unacceptable to my quality of life.	Please refer to Section 4.25
NTA-C14-888	There was no data provided to us about increase in noise levels but, I expect the proposed plan of moving everything on the road closer to my property will seriously impact on my living standards with increased noise levels. I would like to see scientific data showing what the increase in noise pollution will be with this scheme. Will there be a full Environmental Impact Study done before any removal of trees and shrubs. I enjoy birds and bees in my garden but if my front garden is diminished and only parking/turning becomes essential I will end up with a concrete car park in front of my house rather than a garden.	Please refer to Section 4.7
NTA-C14-888	This area has had serious issues with subsidence of properties. In fact, insurance companies will not give insure for subsidence in the western suburbs. How will these works affect this issue and what guarantees can you give that this problem won't be increased?	Please refer to Section 4.21
NTA-C14-888	Is it necessary to take land for a second bus lane? Would you revisit the idea of an alternating bus lane on Wilton Road and publicise the exact data showing the bus transit times for one lane or both lanes. If this can be achieved on other parts of the route using 'bus gates', is it necessary to take land for another bus lane? Can you confirm that the need for this second bus lane is to facilitate a Light Rail scheme in the future?	Please refer to Section 4.17
NTA-C14-888	Other alternatives to consider which would reduce dependency on Wilton Road: Before spending millions of public funds on this project are there other ways of improving bus journeys. Why is there no park and ride in the western suburbs? People don't use buses as they are unreliable so why not improve this service first? Why is Northern Distributer Road and North Ring Road not a priority, as this would reduce dependency on Wilton Road, which, is a residential community? Why is the Straight Road under-utilised? HGVs and some bus routes could be rerouted to South link road and the Carrigrohane straight. Reducing traffic volumes on Wilton Road would be a positive indication to residents that our quality of life is important in this project.	Please refer to Section 4.6
NTA-C14-893	The invasive property acquisition causing the loss of over a 1/3 of the driveway which is regular full will make it difficult for residents to park their cars safely, especially with no on street parking.	Please refer to Section 4.4
NTA-C14-893	Given the proposed reduction in our driveway, navigating in and out with be significantly impacted. This possibly will force current residents to have to reverse out of the driveway onto the main road crossing a footpath, a cycle lane, and a bus lane. This raises huge safety concerns for us leaving our driveway as visibility from the left-hand side is very poor at times with only two existing lanes of traffic.	Please refer to Section 4.11
NTA-C14-893	Encroaching on our privacy within our house with the moving the bus lane closer and with the increased use of double decker buses, being able to view in the front facing windows, both being bedrooms. Proposed removal of the tree and hedging will further reduce our privacy as these have given the house privacy from the main road. Without these trees and hedging, pedestrians and passengers on buses will be easily able view into our kitchen and our bedrooms.	Please refer to Section 4.25
NTA-C14-893	As it stands, we are already affected by noise pollution related to traffic and buses, new additional lanes of traffic, closer to the house will worsen and compound the current noise pollution.	Please refer to Section 4.7
NTA-C14-893	Roads surrounding my area have been made narrower to accommodate construction of cycle lanes which have largely gone unused. Which as a result, makes me reluctant see further cycle lanes constructed in the area.	Please refer to Section 4.3
NTA-C14-893	From observing the traffic patterns along the main road outside my property, I have no doubt that the proposed addition of partial bus lanes along the road will not provide any improvement to traffic flow along the route. This is not where the problem areas are. As mentioned in the group proposal a lot of traffic travels from MTU, up Curraheen road, to turn right onto Hawkes Road to get to the south ring. Redirecting this traffic right from MTU towards the Dog Track would alleviate this bottle neck. Alternative a new MTU/ Model farm access road by the Curraheen sports ground would redirect a lot of this traffic as well.	Please refer to Section 4.6
NTA-C14-893	It is obvious from the plans, that proper research of our area has not been carried out as some of the proposals have already been implemented and subsequently abandoned. The proposals fall short of solving the issues in the area. We object to the current proposals in our area as they will contribute to a substantial devaluation of our property, major invasion of privacy, and our property.	Please refer to Section 4.18
NTA-C14-905	While we support the need to address road traffic as part of the national environmental sustainability plan, we have several observations to make on the proposed Bishopstown to Cork City route. This proposal offers some potential alternatives that we urge you to consider. These alternatives focus on removal of the bus lane, changing the location of the bus stop from the front of residential properties, creating a bus priority lane, and limiting turning on to the road from an adjacent road during peak hours. Details and accompanying maps for these suggestions are included below. Summary of Proposed Changes: Bus Lane removed on City outward/westbound route. The bus gains priority from City to Melbourne Junction by the Priority Signal Lights. There is no longer a separate lane for traffic, traffic will queue behind the bus, this may encourage road users to consider using the bus as they no longer have their own dedicated lane as per the previous design. While the bus is stopped at the bus stop, traffic in front of the bus will clear allowing the bus to have a clear run to the junction. In the previous design the traffic has its own lane to drive around the stopped bus causing further grid lock on the route. The bus will no longer have to merge into the traffic as per the previous design which would potentially cause	Please refer to Section 4.6

Reference	Statement	NTA Response
	<p>significant delays, depending on willingness of drivers to allow the bus to merge. Add Priority Bus Lane on Melbourne Road to City side between Dean's Hall and the traffic lights. This will give the bus priority at the traffic lights. This does not exist in the original design. The bus stop can be placed in this lane which avoids having a bus stop in front of a junction in a traffic lane. There is very low/no traffic in and out of the Dean's Hall Student's complex due to it being in such proximity to the MTU campus and as such students don't need to use their own cars. Relocate the bus stops. The existing bus stops blocks access to resident's houses. Given the design of a bus stop, with raised bike path to allow for wheelchair access, this will result in it being extremely difficult for residents to access their homes. Our proposal moves the bus stop westbound from the City to Melbourne Road to the front of the Munster Agricultural Society building. This location will not block access to any homes or businesses. This will also alleviate some of the privacy concerns of residents where double deck busses have a direct view into the bedrooms when stopped. Our proposal returns the eastbound stop (direction Melbourn Road to city) to its original location outside Deans Hall student apartment block. This bus stop often has large congregations of students waiting at it, particularly late at night, which poses a risk to their safety and the safety of other road users. By providing the bus stop directly in front of the student complex, it keeps noise disturbance confined to the area it originated from. There is already a layby in this location which allows pedestrians to safely pass congregating groups. This bus stop does not block access to residences or businesses and ensures students are in front of their residents late at night while waiting for the bus, further reducing the safety risk.</p>	
<p>NTA-C14-905</p>	<p>Our proposal outlines that consideration should be given to adding a 'No Right Turn' between 16:00 – 18:00 from Hawkes Road onto Curraheen road and 'No Left Turn' between 08:00 – 09:30. The rationale for this is that most of the traffic on the section of road between Hawke's Road/Curraheen Road junction and Melbourne Road/Curraheen Road junction is 'out of town' traffic going to and returning from MTU/FAS/Model Farm Road business park. This restriction should encourage traffic to take the slip road exit by the Curraheen Road Sports Ground/Marymount Hospital off the N22, thus reducing traffic in the area and improving the bus transit speed. No 'Right/Left Turn' at peak times will reduce the impact on residents while maintaining the option to using Barrett's Lane, and as such not limiting residents from accessing Wilton and the city centre. It may also have a positive impact on local businesses as residents will have better access to local roads that are not congested by 'out of town' traffic. We believe there are plans to develop Rock Farm, Curraheen Road, we suggest that such plans should include building a new road from Curraheen dog track to the Model Farm Road, this will further alleviate traffic congestion. Please find below further drawing on how our proposal may alleviate the concerns of residents in this area. (Refer to drawings in online submission)</p>	<p>Please refer to Section 4.6</p>
<p>NTA-C14-905</p>	<p>Cork RTC and CIT was built at a time when students did not have their own cars. Today, MTU has over 1750 parking spaces to cater for staff and students, significantly contributing to traffic problems in the area. No left/right turn at the junction of Hawke's Road and Curraheen Road during peak hours may encourage drivers to use an alternative route. As such, instead of cars taking the Bandon Road roundabout exit (and subsequently travel via Hawkes Road onto Curraheen Road), drivers may take the Link Ring Road exit that takes them past the Curraheen Sports Ground and access Melbourn Avenue and Rossa Avenue from the west. It is recommended that future proposal need to consider building a link road from Curraheen Sports ground to Model Farm Road. Further details on this proposal are found in a subsequent section. It is evident from data on traffic flow on Google Maps during peak times that this proposal has the potential to alleviate such congestion.</p>	<p>Please refer to Section 4.6</p>
<p>NTA-C14-905</p>	<p>Parking concerns: The Original proposal aims to acquire too much land from residents driveways and as a result makes parking near impossible in 5 residences (A,F,G,H,I), and removes the number of parking spaces and ability to turn cars in the driveway from the residents marked, 4,3,2,1. The new proposal seeks to remove the bus lane and distribute the proposed land acquisition proportionally to residences (approximately 1/3 and 2/3 to either side) and will allow all residences to retain access to their parking/driveways. Alternative Traffic Flow: No Left/Right turn during specific hours. There are several major industries/employers in close vicinity to Curraheen road, MTU, FAS, CUH and the Model Farm Road Business Park. As a result, there is a significant amount of non-local traffic, which overloads the traffic infrastructure.</p>	<p>Please refer to Section 4.4</p>
<p>NTA-C14-905</p>	<p>(Refer to drawings in online submission) Figure 2 and 3 shows typical traffic flow taken from Google Maps at 8:45 and 9:40 am on a Monday morning. In Figure 2 it is evident that traffic is very dense from the Bandon Road roundabout, up Hawke's Road, onto Curraheen Road and down Melbourne Road until the turn for MTU. This volume of traffic reduces significantly at 9:40am as can be seen in Figure 3. Residents in this area confirm the accuracy of this information. If there is a 'no left turn' placed at the corner of Hawke's Road and Curraheen Road as indicated in Figure 1 then non-local traffic can divert to the route in the Proposed Alternative Route. Local traffic will still be able to access Curraheen Road via Barret's Lane and the Rise. In the evening, it can be seen in Figure 4 that traffic congestion occurs in the opposite direction (Melbourne Road onto Curraheen Road, then down Hawke's Road) until reaching the Bandon Road Roundabout to access the link Road, this peaks between 4:20 pm and 6pm. Providing a 'no right turn' onto Hawke's Road from Curraheen Road between 4pm and 6pm traffic will redivert along the Alternative Route taking the majority of the traffic off the road. Figure 5 show typical off-peak traffic on this section of road. Also, as well as using Google Traffic modelling the NTA could use the RTPI data screening to see how traffic affects the bus speeds.</p>	<p>Please refer to Section 4.6</p>
<p>NTA-C14-905</p>	<p>(Refer to drawings in online submission) Future/Optional Road improvements that increases traffic flow Figure 6 outlines the new proposed route from Ballincollig to the City Centre STC, linking the Model Farm Road to the N22. Our proposal outlines a similar link road from the Curraheen Road Sports ground to the Model Farm Road. This could be accessible from the N40 slip road at the Curraheen Sports ground. This suggestion could involve a Park and Ride facility and link with the proposed Light Rail System. A local road from this new route could take the MTU traffic from the Link Road. This proposal is congruent with the NTA proposed new through road identified in the CMATS for 2040 (Cork North Ring Road and the Northern Distributor Road) as well as cork city strategy. https://www.corkcity.ie/en/media-folder/planning/bishopstown-wilton-area-action-plan-2007.pdf "2.5.23 Given the traffic volumes on the local road network and the externalities this puts onto the Bishopstown area, the development of the new Western Access into CIT from the Curraheen Road / Ballincollig By-Pass will be critical to the future expansion of the institution and the promotion of a new CIT park and ride facility / service (see below). The City Council will seek to promote the delivery of this new road to provide a western access to CIT in partnership with Cork County Council (see Section 2.2, Getting Around)."</p>	<p>Please refer to Section 4.6</p>
<p>NTA-C14-908</p>	<p>The current plan is not inclusive and discriminative. The plan appears to only address the current and future needs of able-bodied individuals who are capable of walking long distances, cycling and accessing public transport. While an improved infrastructure in Bishopstown is long overdue and is welcomed for the area a lot of work needs to be done on the current plan. A large portion of the residents in Bishopstown are elderly and have mobility issues and need access to local services.</p>	<p>Please refer to Section 4.22</p>

Reference	Statement	NTA Response
NTA-C14-908	Little has been done to address the issue of parking for businesses within the Bishopstown area since the first public consultation. The NTA should seek to ensure adequate parking that can be used long term by residents, businesses and visitors exists in the area otherwise there will be a detrimental socio-economic impact. Bishopstown is a mature and diverse residential area. In the current plan a lot of local businesses are needlessly losing already limited parking. A prime example includes the area outside the credit union which includes disabled parking. Other businesses such as Firgrove Pharmacy, Ladbrokes, Dental Clinics and Medical Clinics are also losing what is already limited parking.	Please refer to Section 4.4
NTA-C14-908	The local economy will suffer and there will be inevitable job losses as local trade will be impacted. Businesses will be unable to accept deliveries etc. and will be unable to operate within the area.	Please refer to Section 4.5
NTA-C14-908	Elderly people, people with medical issues, people with mobility issues and people with disabilities etc will be unable to access adequate medical care from much needed local services such as chemists, doctors, and financial services such as those provided by the credit union. In the vast majority of these cases cycling, walking and taking public transport to access local services is unrealistic. This is not inclusive of all members of our community.	Please refer to Section 4.8
NTA-C14-908	Please revise the current plan to include parking for local businesses so that livelihoods can be protected, and which is inclusive of everyone in our society. Please show in the plan where there is priority parking for local services and businesses for elderly, disabled and parent and children. There are also no provisions for EV charge points. Please show in the plan's provisions for EV charging.	Please refer to Section 4.4
NTA-C14-908	There does not appear to be provisions for bike parking in the plans. Please show in the plan's provisions for bike racks and where they will be located to support cyclists accessing local services.	Please refer to Section 4.3
NTA-C14-935	Opposition to the current Proposed "Bus Connects "through Nostra Dental Clinic. I am writing this on behalf of Nostra dental clinic, to express my strong opposition to the proposed bus connects route that would pass through the vicinity of Nostra dental clinic located on Curraheen road. As a co-owner of the dental clinic, I believe that implementing the current proposed bus route would have significant negative consequences for both my dental clinic and the local community.	Please refer to Section 4.5
NTA-C14-935	As per current proposed plan, we are set to lose up to 50% of our parking. Many patients, including the elderly, individuals with disabilities, and those with limited mobility, rely on convenient and accessible parking to access dental care. The loss of parking spaces would create significant difficulties and inconvenience for patients, possibly deterring them from seeking essential dental treatments. The dental clinic and the surrounding businesses heavily rely on the availability of parking spaces to attract and retain patients. A decrease in parking availability would not only negatively impact the dental clinic but also have a ripple effect on the local economy. Reduced foot traffic to the clinic and neighbouring establishments could result in financial losses and potential closures of small businesses.	Please refer to Section 4.4
NTA-C14-935	Patient Vulnerability: Nostra Dental Clinic is renowned for its expertise in providing dental services to sedation and special needs patients. These individuals require specialized care due to their unique physical and psychological challenges. These patients may have mobility challenges, sensory sensitivities, or difficulty with situational awareness, making them more susceptible to accidents or incidents entering or exiting the clinic. The vast majority of work carried out in our clinic is under sedation, and thus, these patients cannot get public transport home, as they must be accompanied by a responsible person in a suitable transport method for their safety.	Please refer to Section 4.5
NTA-C14-935	Waste Collection: The smooth and efficient collection of waste is essential for maintaining a clean and hygienic environment in and around the dental clinic. The proposed bus route could impede waste collection vehicles access to the clinic, leading to delays or disruptions in waste removal. This could result in unsightly and unsanitary conditions, posing health risks for patients, staff, and the local community.	Please refer to Section 4.7
NTA-C14-935	Considering the aforementioned points, I kindly request that the City Council reconsider the proposed bus connects route and explore alternative options that would not compromise the operations, safety, and accessibility of Nostra dental Clinic and the well-being of its patients. Alternative Solutions: - Rather than sacrificing parking spaces, alternative options for the bus route should be explored. This could include alternative routes that do not interfere with the existing parking infrastructure or the consideration of off-peak hours for bus operations to minimize parking disruptions. Or the possibility of utilizing the Bishopstown road as one bus route and Curraheen road as another, in order to minimize the land required. - Evaluating Demand-Responsive Transportation: Implementing demand-responsive transportation systems, such as shuttle services or flexible route planning, can optimize the use of existing infrastructure while addressing specific transportation needs within the community. This approach may reduce the necessity for land acquisition by adapting routes based on real-time demand.	Please refer to Section 4.6
NTA-C14-940	Alternating bus lane on Wilton Road - Implement a northbound and southbound alternating bus lane on Wilton Road which would remove the requirement for land acquisition on Wilton Road and reduce capital costs. Reduce dependency on Wilton Road as main thoroughfare by Progressing the North Ring Road and the Northern Distributor Road and by relocating HGV's and county buses to more suitable routes and by creating more Park and Ride facilities. Wilton Road is a residential area and therefore all options should be progressed to reduce the dependency on this route by utilising alternative more suitable routes such as the Carrigrohane Straight Road by re-directing significant volumes of cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road and the South City Link Road especially for HGV traffic and county buses. A genuine effort to alleviate the heavy traffic on Wilton Road would be a positive way to indicate to residents that our quality of life is a consideration in this project.	Please refer to Section 4.6
NTA-C14-941	I am supportive of sustainable transport corridors for Cork city, but I think there are some fundamental issues that need to be addressed with the proposed works on Wilton Road. I am living on Wilton Road with my family.	Please refer to Section 4.12

Reference	Statement	NTA Response
NTA-C14-941 / NTA-C14-1018 / NTA-C14-1061 / NTA-C14-1064 / NTA-C14-1150 / NTA-C14-1219	There is a need to reduce the dependency on Wilton Road as main thoroughfare by progressing the North Ring Road and the Northern Distributor Road and by relocating HGV's and county buses to more suitable routes and by creating more Park and Ride facilities. This is not addressed by the proposed changes. Wilton Road is a residential area, there are many families with small children living on this road and therefore all options should be progressed to reduce the dependency on this route by utilising alternative more suitable routes such as the Carrigrohane Straight Road by re-directing significant volumes of cross-city traffic away from Wilton Road via the N22, through Poulavone Roundabout and the Carrigrohane Road and the South City Link Road especially for HGV traffic and county buses. Consistently HGVs and country buses are using Wilton Road to expedite their journeys with no consideration for the local residents. They consistently break the speed limit and add to the congestion, noise and air pollution on the road. A genuine effort to alleviate the heavy traffic on Wilton Road would be a positive way to indicate to residents that our quality of life is a consideration in this project. Key to this, and as stated in the CMATS report, the construction of the North Ring Road and the Northern Distributor Road needs to be prioritised. Mitigating the volume of traffic on Wilton Road would, in conjunction with improving the quality of life of residents, improve transit times for public transport significantly without the need to widen the road. The creation of Park and Ride facilities on the outskirts of the city would also help to reduce traffic volumes and increase transit times for public transport.	Please refer to Section 4.6
NTA-C14-941 / NTA-C14-1018 / NTA-C14-1064 / NTA-C14-1219	Risk of Subsidence and Structural Damage. There are already many issues regarding subsidence along Wilton Road which will be exacerbated during the construction phase of the STC, not to mention the ongoing issue thereafter with buses (and ultimately light rail) and other vehicles travelling significantly closer to our houses and foundations than they already are. I don't think a proper survey of the Wilton Road has been done to assess the impact of the construction phase and the long-term impact on our homes. Residential homes on the upper half of Wilton Road (numbers 71 through to 74) are split level having been constructed in the 1950s with basements (as coal bunkers as far as am aware). Having spoken with Arup representatives during the public consultation meetings it was obvious that they were not familiar with the area that the STC would directly impact and had not done a proper assessment. I would like to use this opportunity to state this on the public record that I strongly believe that widening Wilton Road will negatively impact the structural stability of my house. Should the project progress and subsidence / structural damage arise on my property as a result of it I fully intent to use this submission which is in the public domain to highlight the fact that the national transport authority was informed and is aware of the negative structural impact that the works could have on my property.	Please refer to Section 4.21
NTA-C14-941 / NTA-C14-1018 / NTA-C14-1061 / NTA-C14-1064 / NTA-C14-1150	Objection to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's Cross. Given that the "solution" to the pinch points from Lidl and Aldi onward and from Victoria Cross into the City is the creation of Bus Gates, we question the cost versus benefit of widening Wilton Road when it is essentially trapped between two serious traffic pinch points. Consequently, we request that other alternatives be explored such as an alternating bus lane on Wilton Road. By implementing a northbound and southbound alternating bus lane on Wilton Road this would remove the requirement for land acquisition on Wilton Road and reduce capital costs. The current plan will have the following impacts: Negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available nearby • The removal of front garden space also means that turning cars to exit on the main Wilton Road will become impossible, thereby creating a dangerous situation where people will have to reverse onto Wilton Road. This is already an issue with 3 lanes and will become more of an issue if the road is increased to 4 lanes. • Negative effect on parking availability for dwellers and visitors as there is no 'on street' or any other parking available within close proximity. Closer proximity of vehicles to resident's front doors has a negative impact on quality of life with additional noise, vibration, and air pollution for the Wilton Road residents. Wilton Road is a residential area and needs to be seen and treated as such – solutions need to be appropriate and in keeping with the area.	Please refer to Section 4.6
NTA-C14-941 / NTA-C14-1018 / NTA-C14-1061 / NTA-C14-1064 / NTA-C14-1150 / NTA-C14-1219	Objection to Signalisation of Wilton Roundabout • The current roundabout works well for the majority of the day – signalisation will curtail flow leading to tailbacks • I am concerned that Wilton Road will become even more congested during rush hours. • Pedestrians and cyclists can be facilitated without signalisation of the roundabout by implementing a Dutch style roundabout which can accommodate all stakeholder's safety • We need to see computerised modelling showing traffic flow on: • the proposed signalised Roundabout with current traffic volumes • the proposed signalised Roundabout with future traffic volumes • A Dutch style roundabout with current traffic volumes • A Dutch style roundabout with future traffic volumes	Please refer to Section 4.2
NTA-C14-966	The current draft plan proposes removing, through compulsory purchase of private land, three of the seven parking spaces currently available to clients and customers of the three-business premises at the Cornfields, Curraheen Road. Additionally, the provision of the bus corridor as proposed will remove all public parking along Curraheen Road. The draft Bus Connects proposal for Curraheen Road does not include any plan to replace any of the parking spaces which will be removed. The pharmacy provides a delivery service to vulnerable patients unable to leave their own homes. This service relies on the availability close by of somewhere to park a car. If the current parking spaces are removed as is proposed, and no provision is made to replace any of them, then people who usually bring their business and custom to Bishopstown will consider other locations.	Please refer to Section 4.4
NTA-C14-966 / NTA-C14-1070	As the owner of Firgrove Pharmacy, Bishopstown which is located in the Cornfields, I can see that the proposal will disenfranchise those people for whom public transport is not an option, when they wish to avail of pharmacy services. Persons visiting the pharmacy who have compromised mobility and who rely on their own private transport to get from their home to the pharmacy. Persons whose prescriptions include bulky items, heavy items and items of a sensitive nature, and items which require swift refrigeration, cannot be expected to use public transport in all instances. People use their own cars to collect liquid nutritional supplements (heavy and bulky), colostomy bags and catheters, which are bulky and of a sensitive nature, and refrigerated pharmaceuticals, for example insulins and high tech, costly medicines for conditions such cancer, cystic fibrosis, rheumatoid arthritis and other autoimmune conditions. Persons often rely on their own transport or that of a family member to attend the pharmacy for injectable medicine services, such as vaccination. The absence of available parking adjacent to the premises in the event that these draft proposals go ahead, will impact the availability of the pharmacy to service this vulnerable population. Some prescriptions require weekly or daily collection.	Please refer to Section 4.5
NTA-C14-966	Regarding the pharmacy team, for those not living adjacent to any of the proposed Cork City bus corridors, there will now be no on street parking along Curraheen Road, and by all appearances, no Park and Ride facility either. How are people expected to come to work in Bishopstown from outside the area, if the City Council abandons its support for any form of private car use, and exclusively supports the use of buses for commuting? I suggest the following be considered: - a Park and Ride facility at the southern end of the Curraheen Road - a one way system along Curraheen Road and Bishopstown Road in opposite directions, from Looneys Cross to Hawkes Road	Please refer to Section 4.19

Reference	Statement	NTA Response
NTA-C14-969	We as the Bishopstown Community Association represent the people in the greater Bishopstown area. This area has more than 30,000 people living in it and it also has a large transient student population. We would like to make the views of the people living in the area known regarding the Bus Connect proposal. We have many concerns regarding the Bus Connect proposals and we would appreciate it if you could please consider our views. These concerns include- Safety, Land acquisition, The overall effect on residents, businesses, and services in the area.	Please refer to Section 4.10
NTA-C14-969	We do not object to buses in the area. They are very useful to everyone who travel to and from the area. Why take away the heart of the route to facilitate bus connect when giving buses priority when leaving bus stops would be a better option. Why not consider bus looping routes that continue to go in a loop and have a hop on and hop off facility to link into other routes	Please refer to Section 4.6
NTA-C14-969	In relation to the 205 bus that shall be discontinued, what are the plans for the current users of the 205 busses. A lot of people and businesses rely on this bus service from MTU to Cork City and back again - what bus will service this old route? People need to know what the plans are for old 205 bus route.	Please refer to Section 4.1
NTA-C14-969	The number of residents and businesses that will be losing part of the front of their property will result in making parking very difficult and in some cases impossible if the Bus Connect proposal goes ahead as proposed.	Please refer to Section 4.5
NTA-C14-969	There are safety concerns to consider due to the reduction or loss of frontage to properties. It does not allow for safe entry / exit to driveways and businesses which was previously possible. Turning in reduced space due to proposed land acquisition may not be possible. It is not acceptable to make people reverse out of their driveway across footpaths, cycle lanes and bus lanes in some cases. Safety is a major concern here for Pedestrians and users of the proposed Bus Connect proposal. Many elderly people are very concerned about their safety with the new proposals. In particular they are concerned about how they will be able to manage every day with so many lanes to cross. They are asking if they will be able to do the normal everyday things they love about their area as they know it.	Please refer to Section 4.11
NTA-C14-969	There are businesses and local services who according to the bus connect proposal will lose parking spaces which will impact them greatly. They are concerned that their customers may be forced to go elsewhere which will result in a loss of business. These businesses have been in the area for a long time, and it will result in a loss of services to the people of the area. Parking is vital for the running of so many services in the area. Doctors, nurses, dentists, and chemists to name a few, are services that young and old use in the area. Some of these services need direct access to the premises which is necessity for many users (wheelchair access, elderly and disabled). If the bus connect proposal goes ahead a number of these critical services will be inaccessible to some people.	Please refer to Section 4.4
NTA-C14-969	Has anyone investigated an option for Park and Ride sites in the area. This would help eliminate so many of the cars out of the areas along the route. This would result in less traffic and no need for land acquisition.	Please refer to Section 4.19
NTA-C14-969	With so many schools and colleges users in the area we have concerns about walking or cycling to and from school with the number of lanes they need to deal with. Concerns have also been raised about the very busy Wilton roundabout and what is exactly proposed here as the roundabout is working perfectly and we can't see a need to change this.	Please refer to Section 4.17
NTA-C14-969	The proposed removal of a large volume of long-established trees and hedges in the area is another major concern. In the current environmental crisis this is not acceptable, and a workable alternative must be sourced.	Please refer to Section 4.14
NTA-C14-975	I wish to object to the proposed modification of Wilton Road on the basis that the proposed widening of both sides of the road will create serious elevation changes to a lot of the driveways on both sides of the road. This also will impact on the operation of gates along the road. There are also major concerns with the entry and exit to the proposed new roadway. Also, the major impact of the scale of the proposed works has to be considered.	Please refer to Section 4.17
NTA-C14-995	We support the delivery of the BusConnects programme in Cork, however the current route option for STC F is unworkable. It will prevent HGV's from entering and exiting our property from Curraheen Road, result in the loss of permitted car parking spaces, and will have an impact on the site's permitted pedestrian access/ramp.	Please refer to Section 4.17
NTA-C14-1018	I support the concept of bus corridors, I support the drive for more public transport, I support the need for Cycle ways. I want to live in a city with more green areas, less traffic, less noise.	Please refer to Section 4.12
NTA-C14-1018	What I don't support is the degradation of residential areas of our cities by widening residential roads, increasing tarmac, increasing concrete, increasing noise and vibration. Why is the answer always to widen roads, to drive traffic through already congested areas, why is the answer to deplete our residential areas to look and feel more like motorways than homes where children and families live.	Please refer to Section 4.17
NTA-C14-1031	I am writing to express my strong support for the proposed BusConnects plan aimed at enhancing the bus and cycling infrastructure in Cork. I believe this initiative is a fantastic idea that has the potential to greatly improve the transportation system in our city. As an active member of the community, I understand the importance of sustainable and efficient modes of transportation. By investing in improved bus and cycle lanes, Cork City can address multiple challenges simultaneously, such as reducing traffic congestion, promoting environmentally friendly commuting options, and enhancing overall accessibility for residents and visitors alike. The implementation of dedicated bus lanes will not only help buses navigate through traffic more efficiently but also encourage more people to choose public transportation over private vehicles. As someone who does not drive and solely relies upon buses and cycling to get to work as a nurse at the CUMH, I believe the current proposed plan will greatly improve my commute to and from work. Moreover, enhanced cycle lanes will provide a safer and more inviting environment for cyclists, encouraging more people to choose this eco-friendly mode of transportation. Currently, I do not cycle much to work because of dangerous conditions on the road (lack of cycle lanes or if there are cycle lanes, they are unprotected, and car drives come to near/swerve into lanes/block lanes with parking). By prioritizing the development of these infrastructure improvements, Cork City can set an excellent example for other cities in Ireland and beyond. Investing in sustainable transportation options is a forward-thinking strategy that aligns with the global effort to combat climate change and create greener, more liveable urban spaces. I urge the city officials to give due consideration to the implementation of the BusConnects plan and ensure that it receives the necessary funding and support. By doing so, Cork City can take a significant	Please refer to Section 4.12

Reference	Statement	NTA Response
	step towards a more sustainable and connected future. Thank you for your attention to this matter. I appreciate the opportunity to voice my support for this crucial initiative, and I trust that you will carefully consider the benefits it can bring to our city.	
NTA-C14-1053	An alternative route to the 2nd Round preferred route option for Victoria cross to Mardyke walk is attached to this observation. This is taken from the 2004 Cork City Council development plan. We believe this is much more attractive, comfortable, and direct route. It links major trip generators such as UCC Western gateway, the Bons Secours hospital. The route is overlooked by surrounding apartment complexes which offers passive security which can be enhance with high quality treatment and lighting similar to nearby Inchigaggin pathway. We strongly encourage the design team to consider this as an alternative to the Preferred route option. Cork Cycling Campaign would like it to be noted we have requested a meeting several times with the BusConnects team to discuss this further but have been unable to secure a meeting before the round 2 deadline for submissions.	Please refer to Section 4.6
NTA-C14-1053	UCC gateway /Western Rd. The bidirectional cycle lane linking Mardyke walk, and Western Road uses shared space pedestrian priority zones which we believe should be avoided. The National Cycle manual recommends that shared space should be avoided as far as possible in Urban areas. The draft updated NCM states that "interaction between pedestrian and cyclists should be minimised, with each having their own space to the extent practicable". This is one of the busiest pedestrian areas in the city due to UCC entrance and nearby walks and parks. Therefore, we request the design team to consider a higher quality segregated protected connection between Mardyke walk and Western Road cycle lanes as there is adequate space available.	Please refer to Section 4.3
NTA-C14-1053	Grand Parade - The eastbound cycle lane ends abruptly at Washington street without a safe way for people cycling to turn right onto the Grand Parade. Cork Cycling Campaign request high quality junction treatment for cyclists at the junction of Washington street and Grand Parade. Although outside the scope of this project we believe there should be a safe cycling connection from the Washington street cycle lanes to the South Mall cycle, in order to complete the cycle network in this area.	Please refer to Section 4.11
NTA-C14-1053	Joining the STC from North South direction. The certain locations along the route it appears to be difficult for someone cycling to join STC from North-South. For example, from Sheare's and Grattan Street the routes south to join the STC do not allow a safe crossing to Washington street westbound from Cross St. We request the design team to consider junction design however minor to provide convenient and easy access to the cycle lane access from north and south.	Please refer to Section 4.3
NTA-C14-1053	Alternative North-South Route / Wilton Rd. The proposal for alternative North-South Route through Wilton Ave/ Bishopstown Ave and Glasheen road to schoolboy lane does not offer a clear advantage or an easier route over other modes of transport to encourage significantly more cycling journeys. Wilton Ave/Bishopston Ave is a hilly route with a very narrow gap in the wall through to the CUH grounds. Cork Cycling Campaign believe this is not a viable main North-South route as it not an attractive or comfortable route that would encourage more cycling. The second alternative route is Glasheen Road to School boy lane, is a longer circuitous route that does not link well to the city centre. It will provide a useful and welcome alternative route to major trip generators around college road area. A design issue we'd like to note is that it is not clear how someone cycling is to join the two-way cycle lane from Summerstown, Clashdub rd. and east of Glasheen Rd. Two-way cycle lanes require high quality junction treatment which the Glasheen road segment does not appear to offer. Overall Cork Cycling Campaign believe this route sends people cycling out of the way rather than providing a direct connection to city centre route further along the STC. Confident cyclists will continue to use the Wilton rd., and the lack of an attractive and direct route to the city centre is a missed opportunity to encourage a significant uptake in journey by bike along this STC. Cork Cycling Campaign believe the best option for connectivity North-South is a bi-directional cycle lane on the Wilton Rd connecting to the cycle lanes further along the scheme south of Dennehy's cross. A high-quality primary cycle route on the Wilton Road was the strategy set out in the Cork Cycle Network Plan 2017, and it is disappointing not to see this routing included in the EPR or Round 2 consultation for STC F. We repeat here the Cork Cycling Campaign suggestion from Round 1 to consider all options to accommodate bi-directional cycle lanes on the Wilton Rd.	Please refer to Section 4.6
NTA-C14-1053	Victoria Cross /Sacred Heart Church. The routing of the cycle lane from Victoria cross to Mardyke walk is a very poor choice of routing that does not represent prioritisation of active travel. According to the DMURRs user hierarchy, the needs of pedestrians, cyclists need to be considered first. This route sends cyclists through a busy car park at the start of the straight rd. N22, over a narrow pedestrian and cycling bridge on one of the most popular recreational routes in the city, and then through a busy church car park, before joining further shared space junctions at the crossing to Mardyke walk. We believe this is poor quality that does not prioritise active travel as it places pedestrians and cyclists into frequent conflict. This change is a significantly less direct and attractive route choice compared to the original EPR.	Please refer to Section 4.3
NTA-C14-1061	We strongly object to any land acquisition from our property. Firstly, it is very unfair to request Submissions from Residents when we cannot determine the actual proposed land acquisition from our property. Many residents have attended Public and Online Meetings with NTA representatives during first and second consultations; however, we are consistently being asked to comment on maps of our properties which have minimal detail and no specific measurements. We want an assurance that there will be a complete Public Consultation and meaningful engagement with Residents when proper documentation is available.	Please refer to Section 4.10
NTA-C14-1061	Our home would be severely impacted in respect to any land acquisition (both our Front Garden and our Full Side Boundary) at the Wilton Gardens junction; this would result in the devaluation of our property; could also lead to destabilisation of our home as the traffic would be nearer the front exterior and our side boundary. The existing land use includes private residential property and not just urban streets. The proposed plan is not replacing an existing road – it is expanding the road into private property. We would be hugely concerned about privacy issues during and post any proposed construction. Any side land acquisition would reduce our limited parking space area at the rear of our property.	Please refer to Section 4.20
NTA-C14-1061	Closer proximity of vehicles to residents' front doors will have a negative impact on quality of life with additional noise, vibration, and air pollution for the Wilton Road residents. Our house on the Wilton Road is more than 90 years old. There would be a huge concern re the vibrations of heavy machinery working on the proposed new lanes which may cause structural damage to our property. Any proposed plan for a light rail system on Wilton Road would also create excessive noise levels. Any interference with Front Gardens could have severe impact on Houses regarding subsidence (as the Wilton area is a high subsidence zone). On the Wilton Road there are also old clay pipes; vibration of heavy machinery could severely damage these pipes – an independent inspection would be required on our home. Under the	Please refer to Section 4.7

Reference	Statement	NTA Response
	Environmental Noise Regulations Directive, local authorities are required to make action plans to reduce ambient noise. An Independent Inspection of our house would be required.	
NTA-C14-1061	Insurance protection for subsidence is already loaded because of this and some residents are unable to take out subsidence cover due to the cost associated. It goes without saying, without any need for the geotechnical studies planned, that the planned works will at the very least have a negative effect and will more likely have a detrimental effect to the ground conditions and structures and houses along the route. The idea of increasing driveway gradients, reducing distances between traffic and houses, and increasing the capacity of the road to take additional heavy vehicle traffic and in the future light rail network can only undermine the existing conditions in the area. The nature of the traffic on Wilton Road is such that when cars are stuck in traffic there is no movement and no ground vibrations from moving traffic. The greatest vibrations felt by residents in their houses is that caused by buses and HGVs travelling at increased speeds on the road. The addition of a bus lane will double the amount of heavy vehicle traffic from buses causing the maximum detrimental effect possible from this type of traffic. The future addition of a light rail system which will be heavier again and cause even worse vibrations than those of buses.	Please refer to Section 4.21
NTA-C14-1061 / NTA-C14-1064 / NTA-C14-1150	While Wilton Gardens junction does require safety improvements to prevent traffic accidents and make it safer, but this must be balanced in respect to the excessive land acquisition from our home directly impacted at this junction which currently includes two sides of homes being impacted. Drivers should obey the Rules of The Road and not 'drive into the Yellow Junction box on Wilton Road' – hence the traffic will easily flow from Wilton Gardens junction.	Please refer to Section 4.20
NTA-C14-1061	We do not agree to the proposed signalisation as this would increase noise levels – causing sleep deprivation. (We replaced our windows with Acoustic Double-Glazed windows back in 2020 to try and alleviate noise levels.)	Please refer to Section 4.7
NTA-C14-1061	The Hedge at the front and side of our property has taken years of shaping and is a major feature of our Garden. Our Hedge consists of 95 percent of the boundary of our property – any plans re removal would impact on our enjoyment of our Garden and our health/mental health. It would also have negative impact on birds entering our Gardens. Black Birds nest in our Hedge; Dunnocks feed from our Hedge; Thrushes remove snails from our Hedge. Robins and Goldfinches feed in our Garden.... any proposed plans to ascertain portion of our Hedge would be detrimental to all these Birds. There are Holly Trees in our Garden and our adjacent neighbour's Garden (both Female and Male). Holly Trees are dioecious; and require both separate Male and Female plants for pollination to occur. Holly Tree berries are an important food source for many birds. We would not agree to any proposal to remove these, Holly Trees. Our Garden is a major feature of our property.	Please refer to Section 4.14
NTA-C14-1061	It would have negative effect on parking availability for dwellers and visitors as there is no 'on-street' parking or any other parking available nearby. Any removal of Front Garden space would mean that turning cars to exit on the main Wilton Road will become impossible thereby creating a dangerous situation where people will have to reverse on to the Wilton Road. Wilton Road is a residential area and needs to be seen and treated as such – solutions need to be appropriate and in keeping with the area.	Please refer to Section 4.4
NTA-C14-1061 / NTA-C14-1064	The left turn for cars off Wilton Road to Liam Lynch Park should be retained to alleviate traffic pressures from the Wilton Road. Confirm right turn access and egress from Wilton Road will remain for all properties. Confirm right turn at Dennehy's Cross will remain for traffic heading North on Wilton Road.	Please refer to Section 4.2
NTA-C14-1061	We refer to the Nuisance Law - A private nuisance is an interference with a person's enjoyment and use of his/her property. The law recognises that landowners, or those in rightful possession of land, have the right to the unimpaired condition of the property and to reasonable comfort and convenience in its occupation.	Please refer to Section 4.25
NTA-C14-1061	April 19th, 2022 - Speaking to Red FM News, Transport Minister Eamon Ryan outlines why he is advocating for experimental measures – “Seeing the likes of the Wilton Road where they ran into huge problems in terms when you are taking away front gardens so that's where I think looking particularly where we learned from lessons elsewhere. It is the reallocation of existing road space where you don't must do CPO, you don't have to chop down trees, you don't have to take front gardens. And it is those sort of solutions – they are still difficult political decisions about maybe creating Bus gates or taking lanes or giving it for cycling – it is the reallocation of existing space that can be done quickly, and that's where I think the focus should be on”. Please advise/explain above statement.	Please refer to Section 4.15
NTA-C14-1064	Wilton Gardens junction - While Wilton Gardens junction does require safety improvements to prevent traffic accidents and make it safer for pedestrians and cyclists, this must be balanced in respect to the excessive land acquisition for the homes directly impacted at this junction which currently includes two sides of homes being impacted.	Please refer to Section 4.20
NTA-C14-1070	We own and operate the Cornfields development on Curraheen Road Bishopstown, the current proposal will remove approximately 4 of the 8 parking spaces. The access to the remaining spaces will be extremely difficult and dangerous, given the customers and patients using the Cope Foundation and Firgrove Pharmacy facilities. We are further concerned about the pedestrian access, as both businesses are accessed by people on wheelchairs and limited mobility. The proposal as presently drafted is excessive for Curraheen Road as it consists of 2 Footpaths, two cycle lanes, two Bus lanes, and two car lanes for a distance of approximately 350 metres, beginning and ending with a Bottleneck, resulting in the removal of most of the parking in the Business area. It will have a severe and detrimental effect on all Businesses.	Please refer to Section 4.5
NTA-C14-1070	Another concern is possible subsidence and structural damage as the premises are approximately 1 metre above the road level.	Please refer to Section 4.21
NTA-C14-1070	Cope Foundation operates a Day Care Unit looking after people with intellectual disabilities and or Autism. Many of their clients are not capable of independent living, need transport and help to access the facility, the proposed removal of parking and alterations to the access will severely impact them. Firgrove Pharmacy are also heavily dependent on Parking and ease of access as they deal with a large cross section of the community. Public transport is not available or feasible for many of them, as their mobility is restricted.	Please refer to Section 4.4
NTA-C14-1070	We feel alternative routes and traffic flows, including one way traffic, for Buses, Cars and Cycle lanes have not been considered for the Curraheen Road/Bishopstown Road areas, we respectfully request you to act on this.	Please refer to Section 4.6

Reference	Statement	NTA Response
NTA-C14-1106	On behalf of residents in the local area I am submitting the attached proposal. As residents with an in-depth knowledge of the area and local traffic flows this proposal has been discussed and agreed among the Residents' group within the area, the business group and also the Bishopstown Residents' Association. We believe this proposal offers a viable solution, ensures that buses and cyclists can get the priority that they need to reduce transit times and ensures cyclist and pedestrian safety. This proposal will also allow for minimum impact to local businesses and minimize land acquisition. (Detailed Document Attached)	Please refer to Section 4.10
NTA-C14-1150	Lack of appropriate information to facilitate a meaningful consultation process (i) Scale of proposed land acquisition and associated impacts: The map provided in the brochure 'F - Bishopstown to City, Sustainable Transport Corridor, Public Consultation March 2023' has a measuring scale of 50 metres to 31mm. This scale is entirely inappropriate for the purpose of the householder determining the scale of proposed land acquisition. To address this shortcoming, I made the following requests for a larger scale map: Phone call to NTA Dublin on 19/07/2022 - request submitted and acknowledged by NTA representative. Public meeting in Ballincollig 19/07/2022 - spoke with [Name Redacted] [NTA engineer] who informed me that no larger maps were available, and he estimated that 'no more than 2m' would be acquired. Following repeat calls to NTA, phone call with [Name Redacted] [Arup] was facilitated on 10/08/2022 - [Name Redacted] informed me that no larger scale maps were available and that Ordinance Survey maps were the basis for the communication of the preferred route to the various stakeholders. [Name Redacted] estimated that 'not more than 4ft' would be acquired. Phone call to BusConnects Cork 24/04/2023 - again requested a larger scale map, representative assured me that my request would be submitted. Over three weeks later 18/05/2023 I received an email [see attached] from BusConnects which suggested I zoom into the map on the website. Using this slightly enhanced scale I calculated a figure of 1.33metres of proposed land acquisition at my address [see attached email to BusConnects seeking confirmation of my calculation]. I am still awaiting a reply confirming that my calculation is correct or not as the case may be. As the scale of acquisition necessarily determines consequent impacts of the completed works on property access, noise pollution, visual effects, traffic proximity, property values, potential property subsidence etc, the lack of detailed mapping information undermines the consultation process. If detailed maps were not available to, or used by, BusConnects or ARUP [as detailed above] it would indicate a lack of appropriate detailed analysis was performed to inform the selection of the preferred route for this large-scale public development.	Please refer to Section 4.20
NTA-C14-1150	ii) Environmental impacts: As no Environmental Impact Study has yet been undertaken, it is not clear as to the basis upon which Wilton Road was selected as the preferred route from an environmental perspective. On page 7 of the brochure 'F - Bishopstown to City, Sustainable Transport Corridor, Public Consultation March 2023' the benefits of the project are described as 'Building a sustainable city and addressing climate change' and 'Cork's carbon neutral target' but there is no further detailed information as to how these benefits are to be achieved by means of the selecting the preferred route. Taking Wilton Road alone, approximately 50 trees and 40 mature hedges are to be removed and replaced by only 8 new plantings at the junction of Liam Lynch Park. The European Environmental Agency [https://www.eea.europa.eu] estimates that mature trees take in 22kg of Carbon per annum. The 8-tree offset proposed appears insufficient and unaligned with the claimed benefits and stated aims of the project. The proposed widening will involve additional use of concrete the third largest polluter after electricity generation and gas. The contention that the addition of an extra bus lane and increased bus frequency will in time reduce the flow of private vehicles is unsupported in the consultation brochure. In fact, a very quick search finds several studies have been conducted in relation to increasing carrying capacity of inner-city roads which find the opposite is true [see attached]. UK Department for Transport 'Latest Evidence on Induced Travel Demand: An Evidence Review' finds induced traffic for eight out of nine schemes studied (P9). Similarly, the Engineers Ireland seminar 'Where will all the traffic go? Explaining Traffic Reduction' [attached] states that increasing carrying capacity (as per the proposal) is a bit like "loosening your belt to cure obesity" (Levinson et al, 2017). Again, no supporting information has been provided to the householder to inform the consultation process about environmental impacts or indeed claimed benefits. This lack of detail arguably indicates that insufficient investigation has been undertaken, or at the very least communicated, in respect of the selection of the preferred route. Considering the Office of the Information Commissioner's strong criticism [May 2023] of public bodies for failure to disclose information on the environment and the key role such information plays in making informed submissions in time-sensitive consultation processes, the absence of any environmental detail in 'F - Bishopstown to City, Sustainable Transport Corridor, Public Consultation March 2023' is extremely concerning and undermines confidence in the consultation process itself. (Documents attached)	Please refer to Section 4.7
NTA-C14-1150	No input from Cork City Council re. potential noise and dust pollution during the construction stage.	Please refer to Section 4.23
NTA-C14-1150	No reference to proposed 'Cork Luas' and any potential effect it would have on the proposals and any associated future land acquisition.	Please refer to Section 4.20
NTA-C14-1150	No comparative analysis against other potential routes provided to the stakeholder.	Please refer to Section 4.6
NTA-C14-1150	No reference to how high-tension cables will be treated. Will they be placed underground? Proximity to residences poses health risks which are not addressed in any way in the consultation documents.	Please refer to Section 4.11
NTA-C14-1150	No reference to possible subsidence problems from excavation works nor how the NTA will deal with same. The area is regarded as high risk in this respect. There are already many issues regarding subsidence along Wilton Road which will be exacerbated during the construction phase of the STC, not to mention the ongoing issue thereafter of busses and light rail trundling along significantly closer to our houses and foundations than they already are.	Please refer to Section 4.21
NTA-C14-1150	Wilton Gardens junction: Confirm right turn access and egress from Wilton Road will remain for all properties. Confirm right turn at Dennehy's Cross will remain for traffic heading North on Wilton Road.	Please refer to Section 4.2
NTA-C14-1154	I have made a previous submission outlining my opposition to the 1st draft of the scheme as it affects my home. In the scheme redrafting there was no alteration regarding the proposed loss of ground at the front of my home which will impede access as my health deteriorates. I further attended at the 2nd draft presentation event at UCC where I set out my personal health reasons which underpin my opposition to the unnecessary property acquisition affecting my home because of the scheme at a private meeting with 2 NTA representatives.	Please refer to Section 4.24
NTA-C14-1173	I am disappointed that the proposals for the Bishopstown corridor have been watered down somewhat, in particular the removal of bus lanes on the Curraheen Road and the reduction in the length of bus lanes on the Bishopstown Road, and between Mardyke Walk and Gaol Walk. The use of smart technology via signal-controlled	Please refer to Section 4.2

Reference	Statement	NTA Response
	priority is not yet proven in my view. I would like to see the above decisions reversed. I am glad the installation of a signalised junction instead of the Wilton Roundabout is maintained and I hope that the improvements in the signalised junction at CUH will work to the benefit of all. At the moment this junction favours cars over pedestrians, many of whom are patients of the CUH.	
NTA-C14-1173	It is disappointing that the proposal to acquire a little strip of the PBC sports field off Wilton Road for the cycle route has been scrapped. However, the alternatives represent a decent compromise. It is important that cycle routes are as direct as possible to the city centre, otherwise cyclists will simply take the most direct route via general traffic, which defeats one of the purposes of this project. As a cyclist and a pedestrian, I would like my children to be able to walk and cycle to their local school and their local sports fields like their father and grandfather before them. It is outrageous that they should be denied this opportunity by the short sightedness of a loud minority.	Please refer to Section 4.3
NTA-C14-1173	As a motorist, the main roads along the Bishopstown 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 grinding traffic problems encountered by most citizens along the route.	Please refer to Section 4.12
NTA-C14-1173	Finally, all these proposals will only have limited success if they are accompanied by further measures to reduce car use in the city. Such measures should include at least one Park and Ride location on each STC;	Please refer to Section 4.19
NTA-C14-1173	on-street parking in zoned areas for residents only (as opposed to residents plus those who display a parking disc); congestion charges that can be levied from a zero rate for fully occupied cars (driver plus 3 passengers) to a maximum rate for a car with driver only (with exceptions for disabled, elderly, business users etc); massively increased fines for illegal parking (the current €40 fine has been in place since 2002).	Please refer to Section 4.6
NTA-C14-1200	Under these proposals, many residents of Wilton Road will lose substantial space from the front of their houses, which will have a negative effect on the availability of parking for residents and visitors. The removal of this space will also make it more difficult, if not impossible, for residents and visitors to turn their vehicles around and to enter and exit from these properties onto the road, thereby creating a danger both to themselves and to other road users.	Please refer to Section 4.20
NTA-C14-1200	Bringing traffic closer to residents' houses will create health risks for residents from air pollution and additional noise.	Please refer to Section 4.7
NTA-C14-1200	Carrying out substantial roadworks in an area that already has issues with subsidence has the potential to create significant structural damage to dwellings and foundations. Serious consideration would need to be given as to how these risks to people and property could be mitigated in any proposed road widening scheme.	Please refer to Section 4.21
NTA-C14-1200	Recent research has already demonstrated that there is a serious problem with traffic congestion on the Wilton Road. A lot of vehicles heading West or coming from the West, including many HGV's and County buses, use this road as a matter of course, when more suitable routes to and from the city are available, namely the South Link Road and the Carrigrohane straight road. Adding another bus lane will do little to alleviate this congestion, and it would be more worthwhile to implement measures that would facilitate traffic using the other available routes, rather than blocking up the Wilton Road. Recent research also established that, at times when the Wilton Road is not at a standstill due to heavy traffic volumes, there is a serious problem with speeding, as this is a straight wide road, and many drivers behave as if they are already on the Dual Carriageway, rather than a residential street. Lives of residents are being put at risk daily by this behaviour, and the failure of the authorities to put any protective measures in place. Widening the Wilton Road, without any traffic calming measures, is only likely to exacerbate the tendency towards speeds that are dangerous and inappropriate for a residential street. Adding an additional bus lane would yield very minimal improvement in bus journey times, as the bottle neck for buses and other traffic is at nearby junctions, namely the Wilton roundabout and Dennehy's Cross, not on the Wilton Road itself.	Please refer to Section 4.17
NTA-C14-1200	Rather than an additional bus lane, it would be more appropriate to (1) implement an alternating bus lane on the Wilton Road to assist bus travel at peak times, (2) introduce a 30km/hr speed limit to smooth traffic flow and improve safety for both road users and residents, and (3) implement measures to redirect traffic to alternative and more suitable routes. In my opinion, the most cost effective and productive way to improve the traffic on the Wilton Road is to implement measures to move as much through traffic as possible on to other routes, especially with regards to buses and other heavy vehicles, rather than encouraging more traffic to use the road by widening it.	Please refer to Section 4.6
NTA-C14-1229	Widening Wilton Road. Pointless..... Note bottleneck at Lidl and Aldi and then come onto a widened Wilton Road and then head to a bottleneck at Victoria cross? How is this going to improve traffic flow?	Please refer to Section 4.17
NTA-C14-1229	We have no street parking and taking some of the driveway will reduce space for family or carers or doctors to visit. Will we be able to reverse out onto Wilton Road having no space to turn in our driveways?	Please refer to Section 4.4
NTA-C14-1229	We have a son [Personal information redacted] who we care for and cannot cope with disruption in his life.... What is planned for him while this work is going on?	Please refer to Section 4.24
NTA-C14-1229	The risk of subsidence to our homes when buses and light rail much closer to our houses.	Please refer to Section 4.21
NTA-C14-1229	These are our homes, and a lot of elderly people live on the road....it is a residential area and alternative routes should be considered. The north ring road to alleviate heavy vehicles and country buses	Please refer to Section 4.6
NTA-C14-1238	There are good features such as the Wilton roundabout redesign, which will greatly increase pedestrian and cycling safety and convenience, and segregated cycling lanes along Bishopstown and Curraheen roads.	Please refer to Section 4.12
NTA-C14-1238	However, other junctions e.g., Melbourn Road/Curraheen road use the experimental Dublin-style junction invented for Ireland which exposes cyclists travelling straight ahead to danger from left turning traffic instead of the internationally well proven and safe Dutch junction. Some new bus stops e.g., Curraheen road in front of Deans Hall are designed in the old-fashioned way with a waiting area separated from the bus arrival point by the cycle lane (which looks as if it is narrowed to 1 m there), so	Please refer to Section 4.11

Reference	Statement	NTA Response
	pedestrians must cross the cycle lane in a hurry when the bus arrives, building unnecessary conflict between pedestrians and cyclists. There are major gaps in safe cycling provision e.g., no segregated cycle lanes on the main Western approach to the city for 800m along Western Road and Mardyke walk. It is worrying that practical aspects of key features required for Bus Connects to achieve improved public safety and more rapid transport such as enforcement of bus gates, elimination of parking in bus lanes, compliance with traffic calming measures such as 30 km/hr speed limits etc are entirely excluded from these plans, because these are deemed matters for An Garda Síochána alone.	
NTA-C14-1284	We have a business on the Model Farm Road, close to CIT, Westside Centre Model Farm Road. This introduction, will place constraints on the business for a number of reasons: customer access, vehicle constraints - commercial and non-commercial, access of vehicles dropping critical supply chain deliveries in an environment when product supply is at its worst with no clear path to resolution from a supply chain perspective, customer access to our business impacted by cycle lane and bus corridor, potential difficulty for customers accessing via foot, and safety of overall customers, delays in our deliveries to business and premise and onward to customers, impact on employee access to the business premises, reduction in trade impacting future employment opportunities and positions.	Please refer to Section 4.5
NTA-C14-1288	Implement an alternating Northbound and Southbound bus lane. This would remove any land acquisition on the Wilton Road.	Please refer to Section 4.1
NTA-C14-1288	Wilton Road is a Residential area and not the North Ring Road.	Please refer to Section 4.8
NTA-C14-1288	Signalisation of the Wilton Roundabout will cause tailbacks, noise and air pollution.	Please refer to Section 4.7
NTA-C14-1288	There is a risk of subsidence during the construction phase. Busses, rail, etc will be closer to our houses.	Please refer to Section 4.21
NTA-C14-1288	Confirm right turn for all properties on the Wilton Road.	Please refer to Section 4.2
NTA-C14-1289	Safety and track record of Dept of Transport (NTA), Cork City Council (CCC) and Arup Consulting. (See Attached Document)	Please refer to Section 4.11
NTA-C14-1289	Presentation College Sports field Cycle Lane: (See Attached Document)	Please refer to Section 4.3
NTA-C14-1289	Proposed Alternatives: Congestion Charges, Northern Ring Road, Development of suburban and satellite regions, Pinch Points, Light Rail, Consultations, Environment, Conclusion (See attached Document)	Please refer to Section 4.10
NTA-C14-1304	I am very much in favour of this proposed corridor and would like to see it proceed as planned.	Please refer to Section 4.12
NTA-C14-1308	There are a few points that need working on this section, although the suggested plans are a massive improvement!	Please refer to Section 4.12
NTA-C14-1308	The existing junction entering Mardyke Walk from Dyke Parade/Western Road works fine. The new layout at the Wilton junction would be a big mistake and a regressive step. Roundabouts are much safer and there is more than enough space to create a best-practice roundabout, giving priority to pedestrians, cyclists.	Please refer to Section 4.2
NTA-C14-1308	All cycle tracks must be grade-separated and physically protected. Cycle tracks need to be continuous, Ex. the paths at UCC Main Gates (connecting between Western Road and Mardyke Walk) are not continuous. Clear ground markings and separation will help avoid conflict between all users. The tiny section cycle track at Mardyke Street doesn't serve much purpose and could be removed. This street could be treated as a "quiet street".	Please refer to Section 4.3
NTA-C14-1308	New native trees needed all along Western Road, particularly given most trees have been chopped down and not replaced in this area.	Please refer to Section 4.14
NTA-C14-1310	Objection to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's cross. As part of last year's public consultation meetings, it was communicated that the proposed scheme would result in a massive increase in traffic flow efficiency, and reduced congestion. However, when questioned about less intrusive methods that could be adopted first, prior to any proposed excavations, such as, the synchronising of traffic lights, to allow for efficient traffic flow. It was communicated that measures such as traffic light synchronising would be done as part of the proposed Bus connects Project. Whereas the opposite seems blatantly obvious, that there is a move to deliberately not have the lights synchronised, to create traffic congestion to deter people from using private vehicles.	Please refer to Section 4.2
NTA-C14-1310	Which also has the effect of increasing the traffic carbon footprint, and extra expense to individuals, and hauliers, as well as the health implications of the increased number of fumes due to this congestion, because of the engines having to stay running for longer. The adverse Environmental, and health implications of these fumes due to this traffic congestion in a residential area, for a much longer time, starting much earlier in the day, and still being evident much later in the day, despite not many vehicles transiting, but their progression being impeded, does not seemed to be accounted for in any of the documentation.	Please refer to Section 4.7
NTA-C14-1310	It was confirmed, as part of the subject of a Radio 1 programme, a few months ago, where this was stated is an NTA policy, to make it as difficult for traffic to flow other than buses, and taxi services, and this traffic congestion would then act as deterrent for other traffic other than public transport, i.e., bus and taxi services. If this is where the NTA is going, then why not convert Wilton Road into a dedicated bus road, allowing only local access for residents? This would rule out the requirement for any widening of the Wilton Road, eliminating any environmental impact due to these intrusive works? However, if an intelligent/ smart, AI controlled traffic light system was introduced, it would result in freer flowing traffic, and there would be no reason why the one bus lane, on the Wilton Road couldn't be used by buses going in both directions, with proper, smart, AI controlled traffic management systems. To facilitate this, the bus lane would probably need to be down the centre of the road, this would allow easier access and egress of the buses at the Wilton roundabout, and Dennehy's Cross ends of the road. The main issues with traffic congestion on the Wilton road, for traffic going into the City is the lack of Traffic Lights being synchronised from the Sarsfield road feeding onto the Wilton Road, and Bishopstown down to Dennehy's Cross, and on into the city, and the reduced amount of time the lights stay green at certain junctions such as Dennehy's cross, going into the city, traffic at busy times of the day is backed up all the way up from Dennehy's Cross to the Wilton roundabout, blocking up the Wilton roundabout, as traffic is not able to exit the roundabout to get onto the Wilton road. And vice versa, traffic coming out of the city is not allowed to flow but is stopped as it approaches each traffic light. This can easily be seen, all that anyone must do is to take the journey, as one approaches a set of lights the lights turn red, and it is the same for each set of traffic lights after that once the lights turn green as one progresses to the next set of lights as one approaches it turns red. And as the traffic lights aren't synchronised, the traffic isn't	Please refer to Section 4.2

Reference	Statement	NTA Response
	<p>allowed to flow onto the on ramp of the link road, or likewise the Sarsfield Road roundabout, and backs up to the Wilton roundabout, and down the Wilton Road. With the result that traffic backs up all the way down to Dennehy's Cross, meaning that traffic approaching Dennehy's Cross are limited by their movement onto the Wilton road due to this congestion, if there was a smart light system, (an integrated AI managed traffic light system) then a lot of this congestion could be reduced, by allowing the lights to stay on longer on the side that has the traffic build up, and synchronising the Traffic Lights, to allow for the traffic to keep moving. This is something that used be obvious when the traffic used to be controlled at peak times by a Garda directing the movement of the traffic, this used to be quite successful. Why haven't the lights been synchronised, and a smart / intelligent traffic light control system been introduced, and could this be introduced first before any intrusive works are carried out?</p>	
<p>NTA-C14-1310</p>	<p>Environmental impact of this project seems as if it has been deliberately understated. For example, on the map for what trees are being impacted, there seems to be a gross understating of the impact, to give the optics that the Environmental impact, isn't to the same degree that it actually is. On the map it has a diagrammatical representation of how many trees will be impacted, but for example for our home, [Redacted], it has on the map that there will be only one tree impacted, at [Redacted]. However as well as the Mature Norway Maple Tree, there is a mature White Beam, along the roadside wall there are 8 mature Grisel Inia trees and on the front left side another 4 mature Grisel Inia trees, that will also probably be impacted, and by the front wall, 1 mature Mexican orange bush, 1 mature Skimmia, 1 mature Camellia, 1 mature Pyracantha, 1 mature Catoneaster, 1 mature Honeysuckle, and 1 mature Golden Holly Tree, All of the trees and most of the plants were planted more than 55 years ago, and each has its own personal family significance and history, provenance. These plants have a huge impact on our personal wellbeing, and the wider community, the pedestrians, cyclists, and motorists, not to mention tourists, due to the aesthetic beauty, and natural look that these bring to the road. The Environmental significance of trees and plants, that are more than 55 years old, from an Environmental point of view, from their natural protection of the environment, from their ability to process waste gasses, and produce life giving oxygen, as well as the well-established habitats, and ecosystems that are sustained in 55 year old mature trees and shrubs, as is the topic of many current nature documentaries, and the Biodiversity that they sustain cannot be underestimated, from the sheer mass of life, they support and habitats which has a huge impact on their support for biodiversity, as well as the amount of noise, shock and vibrations that these plants absorb, making for a much-reduced stressful living space and area, Providing protection to our Home, and surrounds from the traffic fumes, noise, and vibrations and the privacy that they have and do give.</p>	<p>Please refer to Section 4.7</p>
<p>NTA-C14-1310</p>	<p>A separate query, why are the footpaths on the Wilton to be 2.05m and not 2.0m?</p>	<p>Please refer to Section 4.10</p>
<p>NTA-C14-1327</p>	<p>I strongly support the Bus Connect goals to improve walking, cycling, and public transport in Cork City. I work at UCC and have kids attending school in Bishopstown. I cycle and drive this route daily, and sometimes use the 220-bus service, as do my children and wife. We are familiar with much of this route from multiple transport perspectives. My view is that providing continuous, high-quality cycle infrastructure is probably even more important than improving the reliability of the bus network. The fragmented and low-quality cycle facilities in this area at present do little to promote active travel, nor encourage people out of their cars. More people cycling would reduce traffic volumes and improve bus reliability, especially for school start and stop times.</p>	<p>Please refer to Section 4.12</p>
<p>NTA-C14-1327</p>	<p>I welcome and strongly support key aspects of STC F and ask for their retention: I welcome and strongly support the provision of more continuous, segregated cycle lanes. Continuity is vital to make cycling feasible for the large number of people who would like to cycle but who lack the confidence to cycle with the present level of cycling provision.</p>	<p>Please refer to Section 4.12</p>
<p>NTA-C14-1327</p>	<p>However, there are serious gaps in the network, including the absence of a cycle lane along Wilton Rd (Maps 5 and 6). The shared bus/cycle lanes are a low-quality approach — as anyone who has tried to ride a bicycle with a 20-ton double decker bus on their tail can attest. Try that while cycling with a child! This is a serious flaw in the network, and the presence of an alternative route via Schoolboy Lane is not an adequate alternative for many journeys and travellers, especially at night, and for women. I welcome the treatment of intersections to reduce turning radii with raised crossings for pedestrians and cyclists. These traffic calming measures will make walking and cycling safer and more pleasant. •It is unclear whether all minor intersections are treated this way; if not, I encourage the BusConnects team to ensure that every intersection includes these key traffic calming measures.</p>	<p>Please refer to Section 4.3</p>
<p>NTA-C14-1327</p>	<p>I welcome the separation of people walking and cycling in STC F wherever possible. Elsewhere in the city, shared spaces have been problematic and poorly regulated and communicated. Shared space may be a last resort in a very few places but should generally be avoided. I welcome and strongly support the acquisition of land to provide the necessary road space for sustainable transport. These changes are small and represent a minor loss to landowners but are of immense value for sustainable means of transport and serve the common good.</p>	<p>Please refer to Section 4.12</p>
<p>NTA-C14-1327</p>	<p>I welcome signal-controlled priority for buses over other vehicular traffic. However, it is vital that this system is appropriately enforced, or bus reliability will suffer, the value of BusConnects will be compromised, and taxpayer investment will be wasted.</p>	<p>Please refer to Section 4.2</p>
<p>NTA-C14-1327</p>	<p>While I love trees and greenery and want to see much more greenery in Cork, I consider it appropriate to remove less-valuable trees to provide the space needed for sustainable transport. It must be communicated clearly to the public that these trees will be replaced with semi-mature trees in the vicinity and that more trees be planted elsewhere in the area. Since large numbers of trees, including valuable mature trees and hedgerows have been removed elsewhere in the city with no comment or outcry from the public, the pretence of concern for tree retention to delay, undermine, or water- down BusConnects must be resisted.</p>	<p>Please refer to Section 4.14</p>
<p>NTA-C14-1327</p>	<p>I welcome new walking/cycling spurs into residential and housing estates (e.g., in STC E) and I particularly support formalized permeability for walking and cycling though CUH. The use of quiet streets like Schoolboy Lane, Mardyke Walk, and Wilton Avenue and CUH routes improve permeability, increase the safety, pleasantness, and directness of many trips, and will increase the attractiveness of walking and cycling over driving. It is important that speed limits be lowered to 30 km/h wherever such approaches are used.</p>	<p>Please refer to Section 4.12</p>

Reference	Statement	NTA Response
NTA-C14-1327	There are opportunities to expand this approach further, and I recommend developing a shortcut through to Schoolboy's Lane to significantly shorten the walking/cycling time between CUH, the Bons Hospital, and UCC Medical School. This path would make walking or cycling by far the quickest and most convenient transport modes between these busy, linked medical centres. See figure below for proposals.	Please refer to Section 4.6
NTA-C14-1327	I welcome the removal of on-road parking in many places throughout the scheme.	Please refer to Section 4.12
NTA-C14-1327	Little attention is given to speed limits. High speeds (50 km/h and higher) make walking and cycling much less safe, increase the number and severity of injuries, and degrade the public environment by exacerbating air pollutant levels and noise pollution. I encourage the explicit designation of 30 km/h speed limits along much of this route, and particularly in maps 8-9 (CUH), 13-18 (City Centre), and 19 (Wellington Bridge). In these sections, actual traffic speeds are determined primarily by traffic volumes and not by nominal speed limits; nevertheless, lower speed limits would discourage driving and encourage active travel. All quiet streets should be 30 km/h.	Please refer to Section 4.11
NTA-C14-1327	There seems to be little awareness of the Lee to Sea Greenway (www.lee2sea.com) and its route through Cork City centre (including in key planning documents — see CMATS, CCDP, and CMASP). The Lee to Sea greenway and active travel route represents a nationally important opportunity to make walking and cycling more attractive as forms of transport. The BusConnects scheme should consider how to integrate this key concept into a direct and attractive walking and cycling route through Cork city centre, for example, as a bidirectional cycling superhighway, as suggested below in Maps 16-18.	Please refer to Section 4.27
NTA-C14-1327	STC F also shows little awareness of other important active travel routes, including the primary cycling route between Ballincollig and Cork City centre, which is via the cycle track along Carrigrohane Rd. This part of the scheme should be analysed in greater detail and a plan developed to provide a high-quality bidirectional cycle lane all the way from Ballincollig into Cork. This, along with the Lee to Sea greenway, is a major opportunity to shift people to cycling for transport in this part of the city. Map 12 should recognize and develop these opportunities. I ask for provision of a bidirectional cycle lane along the north side of the N22/Carrigrohane Rd from Victoria Cross (map 12) to the entrance to Ballincollig (STC E, map 15) as a primary flat and direct active transport corridor. See CMATS and the 2017 Cycle Network Plan. It is unclear how signalized traffic intersections will be phased for cyclists. It is important that people using active travel modes are not faced with multiple wait times at junctions. In general, I strongly support light phasing and timings, including at toucan junctions, that prioritize walking and cycling traffic over motorized traffic.	Please refer to Section 4.3
NTA-C14-1327	Map 10: - I support the bidirectional cycle lane along Glasheen Rd and avoiding an unnecessary crossing. However, there seems to be no provision for people travelling to/from Schoolboy Lane to Clashduv Rd, a major transport corridor around this area. A clear route through this intersection should be provided for people. Map 12/13: - I strongly support the new bidirectional cycle path on the north side of the Lee channel. However, the current bridge across the river is too narrow to accommodate the current volume of users. It would need to be significantly widened for an increased volume of cyclists and pedestrians using it. - I welcome the addition of a toucan crossing from Sacred Heart Church to Mardyke Walk. Please ensure that light timings give priority to people crossing this intersection. Map 14: - A no-right turn from Ferry Walk to Western Rd already exists but is widely flouted. This intersection needs careful redesign to make right turns at this location unlikely. Maps 16-18: - I strongly encourage the development of a bidirectional cycling superhighway to the end of Western Rd. The current counterflow cycle lane is well used, including by people cycling against the official direction to avoid the shared bus/cycle lane. - I recommend removal of all parking places along this route. The small number of parking places adds little utility for drivers but compromises a tight public space. More space for people walking and cycling would create a better public realm and make walking and cycling more attractive. Map 20: - A raised toucan crossing is needed at the end of the bidirectional cycle lane.	Please refer to Section 4.6
NTA-C14-1335	I wish to support the Bus Connects project for this Corridor, in particular because of the upgrade to footpaths and additional cycle lanes that will be added. I recently purchased an eBike and travelling on it for work and leisure has made a significant improvement to my health, wellbeing, and social life. I look forward to a city where a much smaller number of people are car dependent and with lower pollution from cars. Thank you for progressing this scheme.	Please refer to Section 4.12
NTA-C14-1335	Referring to Map 4, I think the scheme misses the opportunity to create more of a pedestrian plaza to accommodate the number of people walking or in wheelchairs travelling between the CUH Campus and Wilton Shopping Centre, as well as the volume of people who travel in this way in Bishopstown. There are long waits for crossing at these lights which is unnecessary. The main entrance to Wilton Shopping Centre has been relocated and the South Link Road accommodates city traffic so there is no need to have a design for a large volume of cars. Finally, please consider disabled people in the footpath design as well as people with buggies who are mainly women. Footpaths often have double inclines at driveways that are designed to allow cars to go in and out. These are incredibly cumbersome to navigate with wheels so please minimise them to make a more inclusive city.	Please refer to Section 4.8
NTA-C14-1344	Has a Stage F Road Safety Audit been carried out on the Emerging preferred options? STC F Map 1 - It is unclear what is meant by junction upgrade to provide bus priority ... Does this mean the junction will be upgraded to a signalised junction? Right turn to Hawks Road regularly holds 2-3 vehicles waiting for a break in traffic. This could greatly delay bus. STC F Map 5-7 Wilton Road. It is important that there is a bike lane at least in the North bound lane. This road will be used by cyclist, and they will slow down buses going uphill. STC F Map 16 West bound out of city. They cycleway encourages cyclists out western road rather than through Mardyke as intended. STC F Map 18. Singers Corner would greatly benefit from a diagonal toucan crossing.	Please refer to Section 4.2
NTA-C14-1346	Access to properties was referenced in Section 4.5 of the Public Consultation Report but was not sufficiently addressed to be able completely and accurately assess the immediate and future impact of the proposed works to my property. Currently access to and from properties on Wilton Rd causes little to no issues and is generally self-regulating. Even when traffic is heavy it is possible to exit my property as motorists see the car and are willing to wait and allow me to exit onto the road and turn left or right as necessary. It is important that there are no restrictions on being able to turn left or right upon exiting the property onto Wilton Road as this can be done safely under current circumstances. An issue that is going to affect my property if the current plans go ahead is the increased likelihood of having to reverse on to the road given the reduction in an already tight turning area in my driveway. The gradient of my driveway will also have to be made steeper if the plans go ahead which will make it unlikely that the driveway will meet relevant design standards. While acknowledged, no solutions to these issues were put forward in the NTA response to the first round of the public consultation. It is important to be provided with this information to fully understand and assess the impact of the proposed works.	Please refer to Section 4.13

Reference	Statement	NTA Response
NTA-C14-1346	I echo other submissions that changing Wilton Roundabout to a signalised intersection seems to be a counterproductive idea as traffic flows through the roundabout freely most of the time. Consideration should be given to maintaining but altering the roundabout layout/operation to improve access for cyclists and pedestrians etc.	Please refer to Section 4.10
NTA-C14-1346	I welcome the reduction of the speed limit on the road to 30km/h but am interested to know how this will be enforced.	Please refer to Section 4.12
NTA-C14-1346	Section 4.3 and 4.11 of the Public Consultation Report indicates the use of a proposed quiet lane near CUH through Wilton Avenue to get to Model Farm Road. The proposed quiet lane by CUH is unlikely to be used given the gradient of the road making it unsuitable and not attractive for cyclists to use.	Please refer to Section 4.3
NTA-C14-1346	Mitigation against noise, vibrations, and subsidence was mentioned of the Public Consultation Report but was not of sufficient detail to be able completely and accurately assess the immediate and future impact of the proposed works to my property. In order to offer observations on the current plans as things currently stand, I refer to Sections 4.3, 4.5, 4.8, 4.11 and 4.12 of the Public Consultation Report, the Cork New Bus Network report and the CMATS 2040 report. Wilton is in a known area of subsidence and a number of properties along Wilton Road and the wider area have been underpinned having already experienced subsidence. Insurance protection for subsidence is already loaded as a result of this and some residents are unable to take out subsidence cover due to the cost associated. It goes without saying, without any need for the geotechnical studies planned, that the planned works will at the very least have a negative effect and will more likely have a detrimental effect to the ground conditions and structures and houses along the route. The idea of increasing driveway gradients, reducing distances between traffic and houses, and increasing the capacity of the road to take additional heavy vehicle and bus traffic and future light rail network can only undermine the existing conditions in the area. The nature of the traffic on Wilton Rd is such that when cars are stuck in traffic there is no movement and no ground vibrations from the traffic when it is stationary. The greatest vibrations felt by residents in their houses and traffic noise heard in their homes is that caused by buses and HGVs travelling at increased speeds on the road. The new bus routes (2, 5, 15, 30) have been designed to provide 460 bus journeys per day along Wilton Road during the week, causing the maximum detrimental effect possible from this type of traffic. The future addition of a light rail system will be heavier again and cause even worse vibrations than those of buses. The response from the NTA indicates that they will "eliminate the possibility of subsidence". This is a guarantee that would have to be strictly adhered to and there should not be a time limit on it. Information regarding the guarantee in place, the available avenues for residents to follow in the very likely event that subsidence will occur, compensation measures for subsidence, insurance cover details should all be set out clearly in order for residents to accurately and completely assess the future implications of this eventuality.	Please refer to Section 4.21
NTA-C14-1346	The issue of noise was completely ignored in Section 4.11 of the Public Consultation Report. According to the Cork New Bus Network report buses will be running from 6am to 11pm so this will be a constant issue for residents throughout the day and night. In order to mitigate against noise and vibrations for residents affected by this issue, significant physical mitigation measures will be required for residents' properties, or their houses will become uninhabitable due to the increased noise, light and vibration pollution the project will impose on these properties. It should also be noted that as the busses will run late into the night this can affect sleep and can also cause health issues over the long term. It is critically important that these issues are addressed for residents who will have to live with the impacts of this project long after the construction has finished.	Please refer to Section 4.7
NTA-C14-1346	It is clear from reading the various reports that Wilton Road is seen as a vital transport route. It should be noted that it was first a residential area and remains so to this day and needs to be treated as such.	Please refer to Section 4.8
NTA-C14-1346	CMATS 2040 sets out a wide-ranging set of policies for the long-term transport strategy for Cork. A number of these are policies which could be implemented without the massive infrastructure project required on for the Bus Connects project. The city centre movement strategy, the HGV management proposals, and the school travel strategy are three such proposals that could be brought into existence ahead of the bus connects project. These policies are outlined below. The impact of these policies should then be assessed and used to further inform any plans regarding the rest of the CMATS 2040 strategy. The CMATS 2040 also indicates that even with all these policies there will be a net increase in traffic. A detailed breakdown of the projected traffic on Wilton Road is required.	Please refer to Section 4.6
NTA-C14-1346	HGV management proposals include Implementation of HGV restrictions within the boundary created by the N40 South Ring Road and proposed Northern Distributor Road. School Travel Strategy: Improving the quality and extent of school travel planning across the CMA is of critical importance to the achievement of modal shift, the improvement of public health and reducing the impact of car-based journeys to school / linked trips to school and work. In simple terms, far too many children are driven relatively short distances to school. Other projects such as the Northern Ring Road and Cork Northern Distributor Road are two projects that would reduce reliance on Wilton Road also. It is recommended to pause the planning process until these policies are implemented. This will allow for further surveys and information to be circulated to residents before a final decision is made.	Please refer to Section 4.6
NTA-C14-1346	City Centre Movement Strategy. The Cork City Centre Movement Strategy (CCMS) outlines objectives to improve the vibrancy of Cork City Centre; to promote sustained economic growth; to deliver a much more attractive environment for shoppers, visitors and tourists; and to help encourage sustained inward investment. Traffic management measures will be important to manage the flow of vehicles into the City Centre area. CCMS objectives included the identification of a street hierarchy within the City Centre to clearly identify the main routes into and through the City Centre; to maintain accessibility to the city centre off-street car parks; and to manage access for deliveries. Wilton should be included in this strategy given the proximity to CUH and Wilton shopping centre and be seen as a residential area rather than a transport corridor.	Please refer to Section 4.27
NTA-C14-1348	While I am a regular user of public transport and support the need to address road traffic as part of the national environmental sustainability plan, I have a number of observations to make on the proposed Bishopstown to Cork City route. I have been requested to make observations re this route but very little detailed information in respect to this route and other proposed routes have been provided including how it is intended to deal with different problems along this route. No proper decision can be made until all the appropriate information is made available so that a proper analysis of the proposed route could be developed. It is obvious that the map of the route has been taken from Ordnance Survey maps which do not show new buildings that have been built and extensions to buildings which impinge on the route.	Please refer to Section 4.10

Reference	Statement	NTA Response
NTA-C14-1348	The over-all plan proposes 11 different routes which have been prepared as a desk top exercise carried out using out of date ordnance survey maps and without surveying the actual routes. To prove that the proposed routes will work I propose that one route be completed as a proof of concept instead of all the routes being worked on simultaneously. Lessons learned from the trial route should then be incorporated into the overall plan. Details of traffic surveys on the proposed route have not been submitted with the proposal, this is a serious flaw in the planning process and need to be made available. If traffic surveys have not been undertaken how can the planned routes work?	Please refer to Section 4.17
NTA-C14-1348	There are numerous buildings along this route which have limited off street parking and no information has been provided on how they are going to be treated due to the changes that must be made to the front of the properties. On the map provided in respect to this preferred route, there is approximately 5 m to be taken off the front of our existing garden with no mention of a setback for the entrance gate. This is not acceptable as it would mean that anyone entering our property would have to park across the footpath and cycle way to wait for the gates to be opened before entering the property. If the route proceeds and approximately 5 m of our garden is taken there is no mention of how a car turning place will be provided by the National Transport Authority as we cannot reverse out of our home as it will involve reversing onto a footpath, cycle land and car lane. We frequently have family calling to us and as there is no onsite parking outside our home there are required to park within the boundaries of our property. If the route proceeds and approximately 5 m of our garden is taken this will not be possible. There is no mention of alternative car parking spaces being provided by the NTA. As roadside parking is not an option in our section of Curraheen Road residents have paid a premium for properties with off road parking, the removal of 5M of garden will significantly reduce the value of these properties.	Please refer to Section 4.4
NTA-C14-1348	There are numerous large trees along this route which would mean a loss of diversity of both the flora and fauna in the area.	Please refer to Section 4.14
NTA-C14-1348	Now that it is proposed that traffic be moved closer to our property there is no mention of how the National Transport Authority intend to reduce the noise entering our property, i.e., are they proposing new triple glazed windows to counteract the increased noise level? There is no mention in the proposed plans how the gardens are to be reinstated to ensure that we have full enjoyment of our garden after the work is completed.	Please refer to Section 4.7
NTA-C14-1348	MTU has over 1,750 car park spaces resulting in all these cars attempting to gain access to the campus at peak times this results in severe congestion for approximately 45 minutes in the morning and evening for 32 weeks of the year. A link road directly off the N40 to MTU would significantly reduce traffic congestion at peak time.	Please refer to Section 4.6
NTA-C14-1348	Following are pictures of our section of Curraheen Road taken on Tuesday 3Rd May 2023 at 09.15 just after peak hours which clearly shows the road devoid of any congestion. Photos here - https://consult.nationaltransport.ie/en/submission/nta-c14-1348/observation	Please refer to Section 4.10
NTA-C14-1350	I'd like to raise a query regarding the proposed boardwalk along the river and Thomas Davis bridge as part of this proposal. Without the height of the boardwalk indicated it is difficult to assess how this will impact the houses along Sunday's Well Road. I would have concerns that the boardwalk would need to be higher than the current footpath level to account for the height of the river, which could compromise the privacy of the houses along Sunday's Well Road. My other concern would be in relation to access to the boardwalk, how it would be secured overnight as it could lead to potential anti-social behaviour if it is easily accessible. While I don't necessarily oppose the idea of a boardwalk along the river, its location and route feel redundant as it is effectively just doubling up on the river walk alongside the Mardyke arena, I can't see how the cost / benefit of creating this boardwalk matches up as I don't think it will significantly improve access for pedestrians or cyclists. I feel that the previously proposed location of a pedestrian / cycle bridge closer to Daly's Bridge was a much better and more effective solution as it provides a more direct route to the park and city centre from the northside, rather than this proposed boardwalk which would simply divert cyclists and pedestrians around the existing route. At the moment with our child and pram we have to go out of our way and circle around to the river walk alongside the Mardyke arena, and this will still be the same with the proposed boardwalk, where the previously proposed location would cut down and improve pedestrian and cycle access to Fitzgerald's Park and the city centre much more effectively. I don't see many cases of cyclists having difficulty navigating Sunday's Well Road at the moment and don't believe the boardwalk will see a marked improvement and feel it could be an unnecessary expense and disruption for very little gain.	Please refer to Section 4.3
NTA-C14-1355	My proposal is to leave my garden, wall, and rail exactly as it is at [personal information redacted] Wilton Road. Nobody has visited my property to discuss the proposal with me. In my opinion, that shows scant respect for the homeowners.	Please refer to Section 4.20
NTA-C14-1355 / NTA-C14-1356	I would like to advise that the water supply to the houses on both sides of the Wilton Road is via lead water pipes and combined waste removal is via earthenware sewers. The lead water pipes, and earthenware sewers are all under the road. The earthenware sewers have been very problematic in the past with frequent breakages due to the heavy volume of traffic on the Wilton Rd. Also, the sewers are expensive to correct as that work necessitates closing off Wilton Road. I suggest the lead pipes and sewers need to be replaced.	Please refer to Section 4.7
NTA-C14-1355	I request that you consider an alternating bus lane on Wilton Road with alternating southbound and northbound buses. The benefits of this solution include Major reduction in capital costs. Provides dedicated bus lane approaching both Wilton junction and Dennehy's cross junction which combined with an integrated traffic signalling system would allow for bus preferential movement. Less negative impact on homeowners' ability to park cars and maintain their front gardens.	Please refer to Section 4.6
NTA-C14-1355 / NTA-C14-1356	I welcome the change proposed to remove the cycle path from the Presentation Brothers' field. The rerouting of the cycle lane along Glasheen Road and through Schoolboy's Lane was identified as a quick win route for healthcare workers in 2020. They collected over 3,000 signatures in support of a safe cycling route from the city to the CUH. I welcome the proposal for a 30km/ph. speed limit on the Wilton Road as this is a residential area. We hope the policing and live notification of speed to users will be very evident and effective to ensure adherence. I would recommend a reduction in carriageway width to encourage speed reduction and allow more space for pedestrians.	Please refer to Section 4.12
NTA-C14-1356	Wilton Road is a built-up residential area and is home to many families and students. Thus, for safety and 'clean cities' healthier living reasons, consideration should be given to reducing dependency on Wilton Road as a main thoroughfare for HGVs and heavy traffic in and out of Cork city. Alternative safer routes with better infrastructure that don't go through built up residential areas already exist and should be promoted as the preferred routes e.g., South City Link Road linking in with Carrigrohane Straight Road for HGVs. Also, the development and commissioning of the Cork Northern Distributor Road should be prioritised to further reduce	Please refer to Section 4.6

Reference	Statement	NTA Response
	dependency on Wilton Road and improve residents' quality of life. The need for rapid access to CUH by ambulances must also be considered as currently this cannot always be achieved due to high volumes of traffic and resulting 'traffic jams' at peak times - this poses a serious risk to life and limb.	
NTA-C14-1359	We welcome the principle and ambition of BusConnects to deliver a high-quality public transport system while better providing for people walking and cycling as modes of transport. The quality of design is generally far superior to those existing active travel infrastructure in Cork. We heartily support Bus Connects.	Please refer to Section 4.12
NTA-C14-1359	Map 12/13: Victoria Cross junction. There is no clear Active Travel connection on to the Carrigrohane Rd/Straight Rd, although this is a flat and straight route to Ballincollig with only one junction. This is the obvious and principal desire line for people cycling between the city centre and Ballincollig. Appropriate design is needed at this junction to integrate with this key active travel route.	Please refer to Section 4.27
NTA-C14-1359	A high quality, bidirectional cycle lane along the north side of Carrigrohane road all the way through to the current Poulavone junction is how people actually use this space and this would be the preferred solution (E: map 15). We welcome and strongly support the cycle lane through the Sacred Heart Church grounds and the toucan crossing to Mardyke Walk.	Please refer to Section 4.3
NTA-C14-1359	Map 13-15: It is unclear how Mardyke Walk will be handled in terms of vehicular traffic and sharing of space. Mardyke Walk is a vital E-W link in the envisaged Lee to Sea Greenway. This space already performs as a shared space dominated by people walking and cycling. While the speed limit is 30 km/h and vehicle speeds are generally lower than on other roads, many people drive at excessive speed down this street. More aggressive traffic calming measures (speed bumps, staggered parking, etc.) should be considered to discourage speeding.	Please refer to Section 4.11
NTA-C14-1359	Map 16-18: For the Lee to Sea route through Cork City centre, our vision is of a coherent, high quality, and attractive walking and cycling route that is as direct and clear as possible. Bidirectional cycle lanes and wide footpaths should be considered for a route that traverses the city centre in the most direct way possible. Planters and other attractive separation between vehicular traffic and people walking and cycling should be considered, an approach has been used to great effect along the Dublin quays. Such separation would enhance the actual and perceived degree of separation from vehicular traffic, creating a calmer and more pleasant public realm, while allowing efficient active and sustainable travel through the city. The parking places along these roads are not essential, and the design team should consider removing parking places altogether to improve the public realm and the experience of people walking and cycling.	Please refer to Section 4.27
NTA-C14-1360	On the new signalised Wilton "Roundabout" please coordinate the lights so cycle users will be able to navigate right-turn movements in a single light cycle, similar to how Dutch junctions work, and how motor vehicle movements will work by default. Otherwise, this junction will effectively prioritise motor vehicles and present a serious impediment to cycle progress resulting in smaller uptake, defeating the purpose of the scheme. Please make the cycle lane crossing the Wilton Road (to the top of the below snippet) two way so cyclists coming from Glasheen Road will be able to access Wilton Road legally directly. It is a movement that people will likely do anyway. Similarly, please make the rest of the roundabout two way for cyclists, as sketched in the below snippet. This will make cycle movements much more efficient, improving take-up. It is likely that many cyclists will make these movements regardless, and if a wider two-way lane is provided it will minimise conflict between those going opposite directions. (Sketch Attached)	Please refer to Section 4.3
NTA-C14-1360	Overall, I strongly support this portion of the scheme except for the excessive compromises which have been made from the original proposal on Wilton Road leaving inadequate and incomplete facilities for cyclists.	Please refer to Section 4.12
NTA-C14-1360	The removal of the planned cycle lane on Wilton Road/Presentation Grounds is regressive and reduces the effectiveness of the overall scheme. There is no continuous route for cyclists. The proposed alternative through Wilton Avenue is inadequate and ableist, the hill is to steep to be considered a replacement for that of the Wilton Road. It places cyclists and pedestrians in conflict at the narrow path linking it to Cork University Hospital. It puts part of the scheme out of the control of the NTA and local authority and under the control of hospital management, who may restrict access at any time. At a minimum there would have to be a legal agreement preventing CUH from changing the route through the hospital. The diversion through Schoolboy Lane is too far out of the way and presents too large a diversion for those wishing to continue through Dennehy's Cross. Please return to a dedicated cycle path on Wilton Road, or through Presentation Fields, rejoining the main road at Dennehy's Cross. At a minimum please add proper cycle lanes/quiet street at Magazine Road.	Please refer to Section 4.3
NTA-C14-1360	Cycle lane connectivity could be improved at the junction of Glasheen and Clashdub Roads by adding a cycle lane in the direction of Schoolboy Lane from Clashdub Road, as shown in the below screenshot. At the moment there is no direct access. This would facilitate access to this route from those in Glasheen and Togher. (Sketch included)	Please refer to Section 4.3
NTA-C14-1378	Objection to proposed widening of the Wilton Road corridor from Wilton roundabout to Dennehy's Cross. Wilton Rd is essentially a residential area and the proposed widening of this section of road, trapped as it is between the serious traffic points of Victoria Cross, town-wards, and Aldi/ Lidl westwards, seems to me a very costly proposition for very little gain.	Please refer to Section 4.8
NTA-C14-1378	It would have a huge negative effect on the quality of life of residents like me. For my part it means losing three beautiful mature trees which I planted over 55 years ago. A large mature Grisel Inia hedge consisting of 14 shrubs and a shrubbery consisting of a camelia, cotoneaster, pyracantha, Mexican orange, skimmia, and honeysuckle. These beautiful trees and shrubs have helped reduce air pollution and noise pollution and also given our home an element of privacy.	Please refer to Section 4.14
NTA-C14-1378	This proposition also means losing a portion of our garden, thereby making parking a problem as well as exiting/ entering the property.	Please refer to Section 4.20
NTA-C14-1378	Why not prioritise the North Link Rd., which should solve many of the traffic problems?	Please refer to Section 4.6
NTA-C14-1385	I would like to object to the Bus Connects Project to Bishopstown project and particularly the proposals for Wilton Road as follows: There are several fundamental flaws to the current Bus Connects project for Cork City: Cost Benefit. The entire project hasn't been fully costed and no more than any other major infrastructural project, the actual finished cost will most likely far exceed the initial budget estimates. For example, with the current proposed plan for Wilton Road there will be an enormous cost	Please refer to Section 4.20

Reference	Statement	NTA Response
	associated with land acquisition, cost of and disruption associated with relocating all the existing utilities, which are presently either running overhead along the existing footpaths or running underground under the footpaths, both left and right, cost of demolishing and rebuilding the front boundary walls of all the properties, etc. Given all the above I question whether this project as currently constituted can/will be financed. A thorough cost benefit of the entire project needs to undertake before proceeding any further.	
NTA-C14-1385	Impact of Current Proposal. While a comprehensive set of proposals have been developed there is no solid evidence however that the current proposal will deliver during peak traffic times, particularly given the various pinch points that exist on every route, e.g., from Aldi/Lidl to the Bishopstown bar on STC F. In addition, while that question remains for the public transport system there is no doubt in my view that the current proposal will lead to a significant deterioration of traffic flow for cars and other vehicles. I sense this this aspect is not being communicated to the general public.	Please refer to Section 4.10
NTA-C14-1385	Other Alternatives. Given the above points one would question the merits and demerits of the bus Connects project. If one of the core objectives is to get people out of their cars and onto public transport – this will not happen organically and providing a multimillion bus Connects project will not greatly advance this. One of the main difficulties here is the huge volume of traffic which traverse on these main bus routes. Will a congestion charge into the city centre have to be introduced anyway in order to get people out of their cars and onto public transport? If this is eventually on the cards anyway why not introduce that now, reducing the volume of traffic and freeing up these main routes. This would obviate the need for the huge expenditure on Bus Connects as the bus system would function on the existing routes without any major adjustment or expense. In this type of scenario is it possible, for example, to consider Wilton Road with a bus lane in each direction and a one lane system for cars and other vehicles? Surely, if one were to do a comprehensive, coordinated proposal for the above then one would think that there are a number of items that would be a prerequisite and would be critical for its success: A full orbital route around the city. Large car park facilities on the interchange between the orbital route and the main national routes/motorways into the city (of scale similar to the zone parking at Dublin airport) A coordinated bus network to tie in with the above. Significant upgrade of the intercity rail network. Even with a comprehensive proposal such as above a detailed engagement and communication exercise would still be required to encourage the public to transition from the car to public transport on a large scale.	Please refer to Section 4.6
NTA-C14-1385	Environmental Grounds for objection: Removal of lawns, hedges, shrubs, trees and habitat. A number of households along the road have invested a lot of time and effort in maintaining shrubs and hedges. All this greenery will be decimated with this plan with the loss of nesting, etc for birds. Also, there are bats in this vicinity – is there knowledge where these nest/hibernate? The plan as currently constituted will have an enormous environmental impact which has not been accessed.	Please refer to Section 4.14
NTA-C14-1385	Closer proximity of vehicles to resident's front doors has a negative impact on quality of life with additional noise, vibration, and air pollution for the Wilton Road residents. In the event the traffic moves closer to our house then this will increase the noise magnitude significantly within the house to a disturbing level.	Please refer to Section 4.7
NTA-C14-1385	Other Grounds for objection: No detail has been provided by the NTA/Cork City Council for properties that are at a higher than the road, i.e., re-grading of our front entrances as well as access to the rear of the property. Will this have an adverse impact on foundations, etc. This proposal would have a very significant adverse effect on the value of properties. Confirmation has not been provided that Wilton Road residents will be allowed to turn right as they egress from their properties. I think all the above should conclusively demonstrate that the current NTA preferred route proposal for Bus Connects - Bishopstown requires further consideration and adjustment.	Please refer to Section 4.18
NTA-C14-1408	Concerned about addition of more bus drivers/interest in people becoming bus drivers to operate more frequent buses.	Please refer to Section 4.1
NTA-C14-1408	Misunderstood that the Transport Corridors were the new bus routes and concerned that average person would think 'transport corridor' is the correct name for a bus route.	Please refer to Section 4.17
NTA-C14-1408	Not worth taking away parking spaces and cutting trees to reduce journey time.	Please refer to Section 4.14
NTA-C14-1408	Would be more supportive of building these corridors for a Cork Luas line.	Please refer to Section 4.10
NTA-C14-1418	At present there is heavy use of bicycles on the School Boys Lane, particularly food delivery bikes travelling at speed.	Please refer to Section 4.3
NTA-C14-1418	School Boys Lane is busy with walkers. It has been resurfaced and lighting erected. Cork Corporation have sign erected showing the lane is a walkway/cycle way from College Rd to that point. From there to the Glasheen Road it is used by motor vehicles. It is quite narrow (5m) and we must be very careful and drive slowly to avoid accidents. Noted that it is proposed to have 2m wide cycle ways. Elderly people, parents with buggies, children and cyclists use the lane daily.	Please refer to Section 4.11
NTA-C14-1418	3 Houses on School Boys Lane and 7 cars use the lane to get to/from homes. Entrance to our home is called Cottage Mews. On Map 11: This is incorrect as Cottage Mews are at the entrance to School Boys Lane on Glasheen Road. 4 Houses at Cottage Mews that also use lane (8 cars + at weekends).	Please refer to Section 4.27
NTA-C14-1418	Two very bad corners between 1st and 2nd houses further in lane. Extreme caution required to avoid bicycles. 1st Corner is a blind corner and some alternations required if plan is to go ahead. Ground falls hence the speed of bicycles, despite ramps that were introduced. Area was taken over by Cork Corporation in 1985, Legal notice attached.	Please refer to Section 4.11
NTA-C14-1418	The original plan for the cycleway was to come through Liam Lynch Park and the Presentation Sports Grounds, which in our opinion was a much better plan as it would not be as dangerous and not interfere with the use of the sports grounds and residents. Would appreciate an acknowledgement of this letter please.	Please refer to Section 4.3
NTA-C14-1419	The concept of free movement is desirable however we cannot agree to a scheme that will have a major impact on our lifestyles and the value of our property.	Please refer to Section 4.18
NTA-C14-1419	Nowhere, on the proposed routes documentation can we ascertain the extent of proposed land acquisition on our home. This is unfair and unethical.	Please refer to Section 4.20
NTA-C14-1419	We have a deep concern about the structural and subsidence damage to our property during the proposed works.	Please refer to Section 4.21

Reference	Statement	NTA Response
NTA-C14-1419	Top priority must be given to all residents when considering parking spaces in driveway. Car spaces is vital for carers, family, visitors, tradespeople, food delivers etc.	Please refer to Section 4.4
NTA-C14-1419	The quality if the air in Wilton Road will deteriorate due to proposed closer proximity of traffic to our homes.	Please refer to Section 4.7
NTA-C14-1419	In this scheme, cycling and scooters should not be a priority. Health experts have proven that walking is more beneficial to all age groups.	Please refer to Section 4.24
NTA-C14-1419	Bus Connects will not work as a scheme unless efforts are made, in conjunction with all authorities, to divert HGV trucks and rural buses to Carrigrohane road and south link.	Please refer to Section 4.2
NTA-C14-1419	The Introduction of remote working and the possibility of a 4-day working week will reduce the need for extra buses.	Please refer to Section 4.10
NTA-C14-1420	Concerned about the proposal to run a cycle lane through the back garden of our facility which cares for people who are ill and semi-independent. It also depicts the corridor utilising our back wall as an entrance and exit to part of the corridor (Map 12). It further proposed to run a cycle lane through a car park and to split our property in two (Map 13). Hope to clear up matters with the NTA very soon as doesn't want it to become a public issue.	Please refer to Section 4.3
NTA-C14-1420	Confused as to how there is a proposal to run a cycle track through an existing car park transgressing traffic flow twice and obstructing the entrance from the public road, surely a recipe for a crash. As it is the space complies with health and safety regulations by putting a double cycle track through the place will mean lesser space and people will be injured. The idea of a cycle lane is incomprehensible. Will the NTA take responsibility for the insurance and maintenance and cleaning of the area?	Please refer to Section 4.3
NTA-C14-1420	A resident since 2005 and an avid cyclist. If anyone looked at the traffic flow, they would know that all the cyclists coming from Ballincollig and Farranlea Rd cycle across the pedestrian bridge and continue the western road and Mardyke or Sundays Well. Surely a dedicated cycle path in this area is the answer. The public already consider it a cycle path.	Please refer to Section 4.3
NTA-C14-1420	The property concerned is in effect a compound including out dwelling house which also serves as our car facility, our MSC Centre for the community, church, car park and green space. What is mentioned would be severely disrupted by the current proposal.	Please refer to Section 4.20
NTA-C14-1420	The NTA have failed to contact us for many months though we did phone on numerous occasions. I did write that we wished to meet with you regarding the original proposal. You didn't respond but heard that you did consult with our neighbours. It is very clear that you did not consult with us and forged ahead with a second proposal after you met our neighbours. You cannot argue but this is unfair.	Please refer to Section 4.10
NTA-C14-1420	The second alternative proposal has greatly upset the old men with the fear that cyclists will be filing by, within touching distance of their windows.	Please refer to Section 4.26
NTA-C14-1420	My own fear is for their safety not to mention their wellbeing.	Please refer to Section 4.11
NTA-C14-1420	I am aware of the anti-social behaviour at the west side of the property in the park.	Please refer to Section 4.26
NTA-C14-1420	This effectively would leave our dwelling place sitting on a traffic island also divides us from a riverbank where there are otters and kingfishers. Would the NTA be responsible for the riverbank? We do.	Please refer to Section 4.7
NTA-C14-1420	This proposal cuts off our own pedestrian access to the rear of our dwelling house on the riverbank from the east and also cuts off access in case of an emergency. There is simply not room for such a development. If there was room, we would have vehicular access there. It is possible the person who considered this idea actually see the site and take measurements.	Please refer to Section 4.11
NTA-C14-1420	Confused as to how anyone can divide our property as it is so small and works as a unit. The first proposal had to do with the periphery of the front of our property which is exposed to the public. We had hoped to consider this proposal with you. We are very much disposed to help in public matters. The current proposal shows scant regard for the people who attend the services we provide in the Church and Centre not to mention the potential of the plot itself as an asset.	Please refer to Section 4.8
NTA-C14-1420 / NTA-C14-1444	Our property on the Church compound is being used to the fullest for the people of Cork both over and underground for over 100 years. We constantly work with and support state bodies (City Council) and are supremely generous to facilitate change in infra structure.... pathways, wayleaves, water works etc. But we do need to protect property, our members in residence and patrons who use our premises.	Please refer to Section 4.12
NTA-C14-1421 / NTA-C14-1444	Though we have met some of your staff we are in no way assured that you have an understanding of the implications of proposal on our lives. The two engineers who inspected the site, found it hard to even justify the idea of running the tracks as shown and were concerned with measurements etc. We are disappointed by the retrenching we experienced at the meeting in UCC. There is evidently a disjointed thought process between those representatives we met at the three meetings. We are afraid our case will get lost in this chaos.	Please refer to Section 4.15
NTA-C14-1421 / NTA-C14-1444	It was very unfortunate at the meeting 27.04.23 in UCC to hear one of your representatives announce from the podium that 'by running the cycle path through the Sacred Heart ground we will reduce the need for the acquisition of property in the area'. He mentioned this twice, at this very public meeting and really held the line when he was advised as to the situation. It was clear he had not been on site and was not aware his engineers had been.	Please refer to Section 4.15
NTA-C14-1421	It is completely improper planning to propose the route through the MSC properties, particularly when there is a cycle way existing at present with a structured Toucan crossing. Such an imposition of the proposed route would have significant costs and opposition when one applied logic to the proposal. Upgrading the existing route (little costs) would be in the best interest of all.	Please refer to Section 4.3
NTA-C14-1421 / NTA-C14-1444	Our dwelling is built specifically for people who are retired, ill or in convalescence. The boundary of the compound is important to that unit. Apart from the obvious concern by the residents that the proposed public thoroughfare at their back window would prove to be intrusive and noisy they are also worried it will be a place for	Please refer to Section 4.26

Reference	Statement	NTA Response
	drug dealing and anti-social behaviour at night. The little public park next to us is notorious as a haven for such activity. Effectively this connecting cycle path would leave our whole property sitting on an island surrounded by 3 paths.	
NTA-C14-1421 / NTA-C14-1444	Our health and safety people are clear this cycle way would cut off our own access to the rear of our dwelling house from the east. For the residents it would be incredible that they could not physically walk around the house footpath as old people do all day long. It also denies access to emergency response services to that part of the building. It would deny access to cherry pickers etc to service the security lights, windows etc.	Please refer to Section 4.11
NTA-C14-1421 / NTA-C14-1444	Regarding the car park, which is in a different compound, the current proposal shows scant regard for the people who attend the public religious and community services we provide in the church and adjacent community centre. Also, the plot itself is an asset and it would be reckless to split it in two. The church car park was built to alleviate parking on the public road. The city council was very grateful to us. The car park is often full to overflowing for funerals and church occasions. At certain time parts are zoned for outsiders to park at their own expense and those proceeds are set aside for mission work with the poor. On the day your engineers visited, the car park was so full, some cars were parked on the grass as we were facilitating disabled visitors. As there will be more buses going into town more people from west Cork/Kerry will want to park in our car park and catch the bus to the latter part of the journey. There is still plenty of room for cycle tracks, which we are in favour of.	Please refer to Section 4.4
NTA-C14-1421 / NTA-C14-1444	Another of your members publicly stated from the map he was sure we are not losing car spaces. In fact, the proposal clearly shows the reduction of spaces by nearly 50 and the remaining one are not even drawn to scale meaning they will not meet health and safety standard. This was unfortunate as not even the engineers who had visited us could agree with this statement. Surely health and safety should be a priority.	Please refer to Section 4.4
NTA-C14-1421 / NTA-C14-1444	On behalf of the retired men and the society as a corporate entity, due to this type of proposal. I was duty bound to inform our provincial superior and trustees. They are perplexed at this possible infringement to the lives of so many. I also sought testimony from the local superior in charge of the facility. In order to be well informed we have received a short report from a consultant engineer to advise at the consequence on the physical site.	Please refer to Section 4.10
NTA-C14-1422	There is rarely traffic congestion on the Curraheen road from the top of Hawkes Road to the Bishopstown Bar. There is traffic on Hawkes Road on to the Curraheen road going left to MTU. From Kevin Ryan hair salon to the Bishopstown Bar there is over twenty-five businesses, that provide a wide range of services. At the moment there is very little parking in Bishopstown. The proposals of Busconnect to remove parking from twenty businesses on the Curraheen road would spell the end of Bishopstown centre. The businesses on the Curraheen road require more parking not less.	Please refer to Section 4.4
NTA-C14-1423	I applied a number of months ago for a cycle way/footpath from Marymount hospital to Waterfall.	Please refer to Section 4.3
NTA-C14-1423	Secondary the community of Ballimore/Waterfall are most anxious that the proposed service to Waterfall is implemented as soon as possible. The community will fully support a reliable, time friendly service.	Please refer to Section 4.12
NTA-C14-1424	I am writing to point out a small inaccuracy on the enclosed map which I have highlighted in yellow, with relation to the Suburb of Bishopstown. Where it states Bishopstown Road, this is in fact the Curraheen Road and the Road to the South and running parallel with it is the Bishopstown Road where I am living. The Bishopstown Bar is situated at the Looneys Cross, and it is here that the Bishopstown Road locks in two bending west ward to form the Curraheen Road to the North and the Bishopstown Road again to the South, all the way to Ardicrostig crossroad.	Please refer to Section 4.10
NTA-C14-1438	The proposed route does not take into account the existing Cycle and Pedestrian way which capacity for adequate width and has the benefit of an existing Toucan crossing which runs from Victoria Cross/Carrigrohane to the Shaky Bridge and has a direct link to Mardyke Walk which is more preferable.	Please refer to Section 4.3
NTA-C14-1438	The route would result in a diminution of use of passive private convalescence garden space.	Please refer to Section 4.8
NTA-C14-1438	The route would result in a significant impact on the privacy, security, and use of the residential home. The secluded area created would be a haven for antisocial behaviour.	Please refer to Section 4.26
NTA-C14-1438	The route would result in bisection of the existing car park area with the result of many crossings internally being an internal traffic/pedestrian danger. This is unacceptable severance. The route would result in the unnecessary creation of a toucan crossing thereby causing significant traffic congestion and danger at a multiplicity of entrances close to a serious junction.	Please refer to Section 4.11
NTA-C14-1438	It, also, ignored the width of the road from the Toucan crossing up to the Mardyke Walk, which has sufficient width to accommodate the needs of the route. The use of the limited Bus corridor can accommodate the cycle lane as in Lancaster Quay. It is completely improper planning to propose the route through MSC properties, particularly when there is a cycle way existing at present with a structured toucan crossing. Such an imposition of the proposed route would have significant costs and opposition when one applied logic to the proposal. Upgrading the existing route (little costs) would be in the best interest of all.	Please refer to Section 4.2
NTA-C14-1439	My dwelling is a mixed used property from which I have provided professional services in traditional Chinese acupuncture and herb medicine for the past 15 years and prior to that in other locations in the western suburbs. I hold a master's degree from the Royal College of Surgeons in Ireland, and a doctoral degree (Ph.D.) from Nanjing University of Traditional Chinese Medicine, China. My livelihood and sole income are dependent on this business operating without interruption. My clientele come from a wide catchment area including Cork and Kerry. A significant number of them are elderly patients who are being treated for arthritis and associated symptoms. Practically all these patients drive to my clinic or are driven by their relatives. In that context it is crucial that they generally have unimpeded access to my property. Those clients travelling from the Dennehy's Cross direction will have to cross both a 3-metre bus lane which is also to function as a cycle track, to access my property in contrast to the current situation where the roadway is immediately adjacent to my property. The scenario for clientele coming from the Wilton roundabout, will be more problematic. In the proposed scenario, they will have to traverse a 3-metre traffic lane, a 3-metre bus lane combined with the cycle path referred to above and the 2.05 metre footpath, (increased from 2.0m in the emerging preferred route). I have very serious concerns as to how this will work and whether in fact it will be practical from the viewpoint of my clientele, particularly those arriving for the first time. It begs the question as to whether any signage or other such indicators can be	Please refer to Section 4.5

Reference	Statement	NTA Response
	provided to forewarn traffic and cycle users as to the potential turning movements that occur in relation to my property as outlined above. The proposal to upgrade the Wilton Road roundabout to a signalised junction was also raised at our meeting and the concerns I have in relation to queue lengths which are even an issue at present in front of my entrance even at nonpeak hours. This queuing has, in my view, the potential to be exacerbated by the proposal to close the existing junction on Wilton Road with Liam Lynch Park to general traffic.	
NTA-C14-1439	At present, my property has 5 permitted off road parking spaces. I have submitted a photo with my previous submission. These spaces are used for both my own use and that of my clientele. The loss of any spaces will have a significant impact on my business. This is the critical and fundamental issue from my perspective. Unfortunately, your representatives were unable to specify the exact quantum of land to be acquired from me at this juncture as they advised that no topographical surveys had been carried out to date, and that further surveys require to be done before a definitive answer could be provided in that regard. At our most recent meeting, we were informed the route is currently being surveyed and the NTA expect the result of these surveys to be completed in July next. In addition, it was pointed out to them that the area of land that will be utilised for any new wall, albeit not being permanently acquired, would further reduce the surface area currently used for car parking. I note at page 28 of the Public Consultation document dated June 2022, that at a later stage in the process the NTA "will refine the design and consider options to reduce the impacts on private lands ". I trust that the implications of the loss of land in the case of my property, as outlined above, will be taken into consideration as part of that exercise.	Please refer to Section 4.4
NTA-C14-1439	Two issues arise here. First, it was pointed out at our meetings that as a business is operated from my property, simply recouping of valuer/ legal costs may not be adequate or sufficient to recompense me in relation to professional fees incurred directly as a result of this proposal, and that an Engineer and/or Accountant may be required once we know the full extent of the acquisition.	Please refer to Section 4.5
NTA-C14-1439	Second, clarification was sought but not forthcoming as to whether any fees would be discharged that would be necessarily incurred prior to the service of a notice to treat, in relation to making submissions to An Bord Pleanála with respect to the prospective Planning Approval application and CPO.	Please refer to Section 4.27
NTA-C14-1439	As was outlined at our meetings and as set out above, I have serious concerns in relation to the potential negative impact on the operation and viability of my business by virtue of the loss of on-site parking spaces. However, in view of the fact that I cannot be given an accurate or specific indication of exactly how much of my property will be acquired, it is impossible to make an intelligent assessment of the proposals and therefore make a coherent response at this point in time. I will therefore, reserve my right to make further comment until the surveys currently being carried out are concluded and a definitive map is provided showing the exact area of my property to be acquired.	Please refer to Section 4.5
NTA-C14-1440	I am renewing my objection to the Bus Connect Bishopstown Proposals. I am still in awe of the ignorance of those who thought that the proposals for the Melbourn Road junction to the Bishopstown Bar stretch could be pushed forward, taking peoples gardens, Bus lanes intrusive of peoples living space and no parking for residents. Cycle lanes are rarely used on Melbourn Road. Representatives of brains behind the proposals need to come and stand on this section of the Transport Corridor.	Please refer to Section 4.10
NTA-C14-1441	I wish to record our strong and absolute opposition to the plans to run a cycleway through the back garden and car park of our religious monastic community on the Western Rd, Cork. This community houses elderly, retired and sick missionaries which have returned from a life of missionary work in Africa, South America and our other missions. Access to and regular use of the garden is an integral part of the life and wellbeing of these elderly and vulnerable men. Your proposed plan would have a huge and detrimental impact on their lives as well as permanently destroying the integrity of our site.	Please refer to Section 4.8
NTA-C14-1441	I must further advise you that whole of our property and land on the Western Road is established as part of the stable patrimony of the Irish Province of the Missionaries of the Sacred Heart and, as such, the Provincial Superior and Chair of trustees does not have the authority to sell, gift or in any way alienate all or part of the land/property. Such power resides with the authorities in Rome. The Provincial Bursar, [name redacted], has attended several meetings concerning this proposal and has already made our serious and absolute opposition known. He will continue to liaise with you on our behalf.	Please refer to Section 4.18
NTA-C14-1442	They consistently break the speed limit and add to the congestion, noise and air pollution on the road. A genuine effort to alleviate the heavy traffic on Wilton Road would be a positive way to indicate to residents that our quality of life is a consideration in this project.	Please refer to Section 4.11
NTA-C14-1442	The creation of Park and Ride facilities on the outskirts of the city would also help to reduce traffic volumes and increase transit times for public transport.	Please refer to Section 4.19
NTA-C14-1442	No effort to date has been made to consider the safety of such a wide and heavily trafficked road in a residential area for our children and elderly. Am fearful for my children when they use the footpaths on Wilton Road under current road usage. I've seen buses come within inches of our grandchildren. Increasing the road to a 4-lane road is counter intuitive to sustainable living and creating a safe environment for our most vulnerable city residents.	Please refer to Section 4.11
NTA-C14-1443	I wish my views to be considered as part of the 'Submission' being prepared by the society regarding the proposed cycle laneway through our back garden and Church car park grounds. Initial correspondence from the NTA should have come to this address and not to the parish. However, I am familiar with both proposals and the correspondence you have had from [name redacted]. The latest proposal is mind boggling.	Please refer to Section 4.10
NTA-C14-1443	I am tasked with the stewardship of this facility and the care of some very old men, and some very ill men. We cater for long-term semi-independent living members; some are presently undergoing cancer treatment and others in recovery. Presently all are being cared for by our in-house staff and all bar one is monitored by attending professional nurses. It is a very vulnerable and delicate group. This house was designed specifically for the purpose of catering for those people returning from their mission who needed care. It was situated in this site on the riverbank to provide an amenity close to the city and to provide quietness, security, and privacy for those who are sick/old. The grounds within the compound are designed to afford old people a chance to walk around in safety on the patio where there are some raised flower beds. How can this continue to happen if there are hundreds of cyclists passing by within touching distance not to mention unwanted foot traffic at night? The proposed cycle path is backing onto rooms 1-4. These four ground floor rooms are specially adapted, facilitating wheelchairs and the very sick. They are also near the nurse's station and specialised bathing room.	Please refer to Section 4.24

Reference	Statement	NTA Response
NTA-C14-1443	Generally, the compound is safe from intruders though we have had some unsavoury incidents every year. We have invested heavily on cameras and security lights. We are affected by noise from the adjacent public park at times where there can be some all-night parties etc but at least there is a big wall to protect us though we have had to replace countless windows from missiles.	Please refer to Section 4.26
NTA-C14-1443	If there was a public exit path from the park through our garden for sure there would be unwelcome footfall, noise and our security would be severely compromised. I could not stand over allowing those in my care to live in fear. A lesser concern is the rubbish that would be thrown over the fence. We have this problem in the front of the house.	Please refer to Section 4.7
NTA-C14-1443	Some of the more aware members are really frightened that their chosen place to live will not be as secure as it is. I believe [name redacted] met with some of your engineers in site who obviously recognised the situation. I would thank you for a comfort letter to say this proposal is not feasible as soon as possible. It would have been very prudent to check the nature of this property before suggesting it a possible cycle way.	Please refer to Section 4.24
NTA-C14-1443 / NTA-C14-1444	The heart of the matter concerns the proposal depicted in these maps to construct a cyclist lane physically touching the rear of our dwelling house [name redacted] which serves as our residential care facility for members who are ill and semi dependent. It also proposed the cycle track through our car park in a reckless manner and to split out property in two. Map 13	Please refer to Section 4.3
NTA-C14-1444	Please find this follow up 'submission' in 4 parts to that of our continuous correspondence of 4th April 2023. It pertains to the proposed route 'F Bishopstown to City Sustainable Transport Corridor' Public Consultation March 2023 see.... Maps 12 and 13... much better depicted on map 19. The Missionaries of the Sacred Heart attended a public information day on Monday 17th April 2023, we hosted an onsite meeting with your engineers on Apr. Thursday 27'h 2023 and we attended the public meeting in UCC on the same date. Our main concern is that of the proposed cycle way.	Please refer to Section 4.3
NTA-C14-1444	From an environmental point of view, we have huge respect for the adjacent riverbank and constantly witness the well recorded families of otter and kingfishers who reside on the riverbank. A cycle way there would only provide a place for poachers and a place to dump rubbish.	Please refer to Section 4.7
NTA-C14-1444	As part of the submission, I enclose documents from these three people in their professional capacity. Also, though we did initially contact you were not ever notified of some meetings. By accident we heard of the meeting in UCC. Please let us know of any public meeting or meeting with local residents. We also deserve to be included.	Please refer to Section 4.15
NTA-C14-1445/ NTA-C14-1446/ NTA-C14-1447	I don't want there to be 4 lanes of traffic outside my house. My parents are already concerned for my safety when I walk along Wilton Road, and I am not allowed walk home on my own from school even though it is only a few minutes' walk from my house.	Please refer to Section 4.11
NTA-C14-1445/ NTA-C14-1446/ NTA-C14-1447	The road is always very busy and having 4 lanes of traffic will make it even worse. My grandparents already find it hard to visit and if there are 4 lanes of traffic outside our door then I worry they won't be able to come.	Please refer to Section 4.17
NTA-C14-1445/ NTA-C14-1446/ NTA-C14-1447	Bringing traffic closer to our house will bring more pollution — noise, fumes, and vibrations.	Please refer to Section 4.7
NTA-C14-1445/ NTA-C14-1446/ NTA-C14-1447	It is already hard for cars to exit our driveway and when we have friends over to visit, they sometimes try to find parking nearby instead. I think it will be harder for my friends to visit. I think there are better ways to improve public transport in Cork without affecting our community.	Please refer to Section 4.13
NTA-C14-1448	No effort to date has been made to consider the safety of such a wide and heavily trafficked road in a residential area for our children and elderly. Am fearful for my children when they use the footpaths on Wilton Road under current road usage. I've seen buses come within inches of our grandchildren. Increasing the road to a 4-lane road is counter intuitive to sustainable living and creating a safe environment for our most vulnerable city residents.	Please refer to Section 4.11
NTA-C14-1449	We note that we would lose some land from our front garden. At public meeting in UCC we were told that not more than one metre would be lost. We are most concerned that the level of noise and heavy excavations of the road would have very serious consequences for our house by way of cracks and/or subsidence. Our house (No 71 to 78) were not built to withstand such activities.	Please refer to Section 4.18
NTA-C14-1449	We note from the drawings on Page 35 Map 6 that you propose planting trees from Wilton Road down past our house (No 78). We would ask you to reconsider this idea for the following reasons: The cycle track from the hospital will cross Wilton Road and go down through the trees on a very steep hill to Liam Lynch Park. You will be aware that all trees whether evergreen or deciduous will shed leaves and shall branches, particularly during the many seasonal storm which come our way. Just imagine the danger to cyclists and pedestrians on the street gradient if they slip or skid on tree debris.	Please refer to Section 4.11
NTA-C14-1449	These trees will also give cover to anti-social behaviour because as you know the city council do not care for the trees as they should. For example, look at the trees on the green area opposite the Maxol station on Glasheen Road which have been allowed to grow far too high, and are rarely trimmer. Please also note that pedestrians and cyclists will be at great risk of bird droppings landing on them.	Please refer to Section 4.26
NTA-C14-1449	The branches of the trees when grown to maturity will extend over our garden wall and leave and small branches will be lying in our property given the prevailing winds blowing in our direction. Will you send someone around regularly to clean up our garden at your expense? We are not physically able to do this work for you. Please remember the many elderly people who attend the diabetes clinic who will also be affected. We will lose a vast amount of natural daylight if these trees are planted, as they will be extremely close to our sitting room window.	Please refer to Section 4.18
NTA-C14-1449	Solution. Place specially designed tubs containing shrubs, plants and flowers which will attract bees, butterflies and other insects which will be good for their survival and for biodiversity and nature generally. For example, see the tubs at end of Harley Street by Metropole Hotel facing Mary Elmes pedestrian and cycle bridge, which are very safe, tidy, and pleasing to the eye.	Please refer to Section 4.6

Reference	Statement	NTA Response
NTA-C14-1503	I am a resident of Bishopstown since 1969. I am now in the senior citizen category. I have just seen the New Bus Connect Proposals. While I appreciate all that is going on regarding green energy and have always been concerned about the environment, I feel looking at some of the proposals for Bishopstown, they are not consistent with the necessities of our aging population. Most of these people require cars to attend to their daily activities and be independent, and indeed need to park next to or very close to whatever business they are doing like hairdresser etc, and parking is essential to carry out their business.	Please refer to Section 4.4
NTA-C14-1503	Many people are unable to board or alight from a bus let alone to walk to a bus stop. I would consider the ignoring of elderly needs as very isolating and elder abuse.	Please refer to Section 4.8
NTA-C14-1503	I would also point out, as I see it, that there is no bus connection with Kent Station. The 5 bus presently serves both colleges to and from Kent Station. As the station is a hub for outlying commuter areas where many students and others pass through every day and TWO of MUNSTER's biggest third level colleges UCC MTU along with much TECHNOLOGY industry are located in and around BISHOPSTOWN, I would suggest this is a GLARING OMISSION.	Please refer to Section 4.1
NTA-C14-1504	On the section between Westgate Rd and the Bishopstown Bar there are approx. 20 businesses operating. Many of which are in the medical/health care field, i.e., Pharmacy, Dentists and Doctors etc. Up to 50'» of their front private/ customer parking spaces could be lost. These spaces are vital for the businesses.	Please refer to Section 4.5
NTA-C14-1504	Along the proposed route there is also a Day Centre used by COPE. At this facility clients/patients get dropped off and collected each day. They require that their transport have direct access to the front door. It would be important that vulnerable people would not be discommoded.	Please refer to Section 4.24
NTA-C14-1504	Consideration should be given to the area around the Bishopstown Bar as traffic convenes there and has the potential to become a bottleneck.	Please refer to Section 4.2
NTA-C14-1505	Can you please confirm that the bus routes proposed now are from the route end to the city centre and back only. Buses going through the city e.g., Bishopstown to Mayfield don't make sense as if congestion in Mayfield occurs then Bishopston services are directly impacted by bus delays.	Please refer to Section 4.1
NTA-C14-1505	The proposal for Bishopston involves considerable inconvenience with specific pinch points that will not be solved.	Please refer to Section 4.10
NTA-C14-1505	(a) removing front gardens and parking will result in houses without parking or very poor access to parking and no facility for visitor parking.	Please refer to Section 4.4
NTA-C14-1505	(b) the change to the Wilton roundabout isn't required for buses going down the Wilton Road from Bishopstown as there is a bypass road section. Consider such an arrangement for buses coming out from town.	Please refer to Section 4.17
NTA-C14-1505	(c) introduce a roundabout policy of 'letting one car on before you to keep traffic moving in all directions.	Please refer to Section 4.2
NTA-C14-1505	(d) the traffic in Bishopstown has 3 main sources of volume. (i) MTU (ii) the primary and secondary schools and (iii) the industries on the modal farm road. For MTU a road off the roundabout for the dog track / Mary mount was to be built over 20 years ago. this would reduce the majority of the traffic due to MTU. also, specific targeted busses and timetables. would assist. e.g., buses to the train station for the primary schools' specific busses to collect children from/ drop off points to and from the school would wipe out the requirements for parents to drop or collect and reduce congestion. For industry phased finish and start times, or avoiding times that add to traffic issues would help. This issue is noticeable on the Melbourn Road about 3 to 4 pm each day.	Please refer to Section 4.4
NTA-C14-1505	(e) the cycle paths on the Melbourn Road do not work and are not used, too narrow and a safest risk in my opinion, dirt accumulates as they can be cleaned - inconvenient to people living there.	Please refer to Section 4.3
NTA-C14-1505	(f) before proposing any new development there should be a full review of failed initiatives or work proposed and not done.	Please refer to Section 4.6
NTA-C14-1505	(g) there are very specific pinch points on the route. The Bishopstown bar, Dennehy's cross, the regional hospital entrance, Victoria cross / turn off to the straight road Victoria cross bridge.	Please refer to Section 4.2
NTA-C14-1505	(h) the new developments just built at Victoria cross did not allow for any widening.	Please refer to Section 4.10
NTA-C14-1505	(i) cork city suburbs are not suitable for cycling due to hills and the extent and type of rain / weather.	Please refer to Section 4.3
NTA-C14-1505	(j) the traffic light timing at the regional hospital and Dennehy's cross is a major cause of build-up on the main route into the city.	Please refer to Section 4.2
NTA-C14-1505	(k) the right turn from the Wilton Road at Dennehy's cross should be stopped. with the lane arrangement and traffic volume it is a cause of delays. However, the alternative route via Glasheen road needs to be developed and roadside parking on that road reduced.	Please refer to Section 4.6
NTA-C14-1505	(l) perhaps the UCC park and ride at Dennehy's cross could be extended for use by people going into the city.	Please refer to Section 4.19
NTA-C14-1505	(m) at present the exist buses are not running - so discouraging bus use.	Please refer to Section 4.1
NTA-C14-1505	(n) the extent of derelict and vacant property in the city centre is very noticeable, the redevelopment for accommodation would solve both issues. i.e. shop work and live local.	Please refer to Section 4.10
NTA-C14-1505	(o) creating a viable village centre style area in Bishopstown is required first.	Please refer to Section 4.4
NTA-C14-1506	I wish to raise our (The Clady General Practice Surgery, Curraheen Road, Cork City) concerns with the proposed 6 laneway road development on Curraheen Road. These concerns are: The development will completely and utterly change the nature of this predominantly residential area and change it into a major roadway system which hardly makes any sense as it will only run for a short distance and will disrupt everyday life in terms of safe access to the services and shops in the area.	Please refer to Section 4.17

Reference	Statement	NTA Response
NTA-C14-1506	Our surgery predominantly serves the elderly population who are in the most vulnerable group and who need safe and easy access to the surgery. At present access to the surgery is from the front and there is plenty of space to allow vehicles including vans or ambulances to drive into this facility. If this access is cut in the way you describe then the safe access to our surgery and safe access to our parking facilities will be destroyed. This is probably true too of the other businesses in this confined area. How do you propose to protect our patients in this situation and how do you propose to ensure that they can drive into our premises. Our patients will definitely have problems accessing the surgery. Patient safety is a major concern for us in this situation.	Please refer to Section 4.11
NTA-C14-1506	There are five doctors, a nurse and six administration staff working here. Where will they park as they will not be able to get onto the parking area?	Please refer to Section 4.4
NTA-C14-1506	There will be an inevitable loss of income, possible job losses and again how do you propose to ensure that we can run our business as usual and in a safe way?	Please refer to Section 4.5
NTA-C14-1506	The value of our property will drop significantly and immediately if this development proceeds. How can we be compensated for this?	Please refer to Section 4.18
NTA-C14-1507	Hello this is [Redacted] of The Cutting Crew Hair Salon on Curraheen Road, Bishopstown. Our main concern for the proposals is that of our older clientele. A large majority of the older clients like to drive to salon and park close for easy accessibility, however this will prove impossible if the proposals go forward. With no parking spaces available our business will be affected strongly as it is vital for the older generation to have access. The proposal from bus connect is going to desecrate our businesses and this is a huge concern to us as our livelihoods depend on The Cutting Crew.	Please refer to Section 4.5
NTA-C14-1508	In the Netherlands, there are 2,450 cycling roundabouts, or 'Dutch Style' roundabouts. These are roundabouts that have a protected cycle lane along the outside diameter of the roundabout. Of these, approx. 1,700 are cycling priority roundabouts and 750 are car priority roundabouts, mainly in rural areas. These have been installed since the 1990s and have been found to be more successful for cyclists and pedestrians than the Intersection junctions they were replacing. They also encouraged more cyclists as the key factor when designing cycling infrastructure is continuity of the journey and momentum of movement. It is disappointing to see that the NTA are adopting a signalised junction approach instead of cycling roundabouts. These are dissatisfactory to drivers, cyclists, and pedestrians. The NTA spokesperson at a public consultation meeting stated that the traffic modelling showed that junctions were efficient. However, lived experience would seem to disprove that statement. The traffic generated by the friction at the signalised junction at Dennehy's cross creates significant traffic that backs up and congests the Wilton roundabout. Here traffic lights turn green when there is no traffic and red for the congested road. On a roundabout, traffic is mostly self-regulating. Signalised intersections also are much less safe. They are the primary form of junction in the US and the location that most accidents occur. The accident rates there are staggering. Road traffic accidents costs the US economy \$835 Billion per year, that is \$2,500 for every person in the country. Dutch style roundabouts are proven to be popular and safe for all road users. It is of course important to select the correct design. Cyclists rarely have to stop or put a foot on the pavement because of these designs and this encourages more cyclists along these routes. Locations that would benefit from this design are the Poulavone roundabout, the junction in front of CUH and the Wilton roundabout.	Please refer to Section 4.6
NTA-C14-1508	Red light running is endemic in Cork and having more junctions with lights will just make drivers more impatient and take increasing risks which will result in injuries and deaths of people outside of cars. To encourage more pedestrians and cyclists, it is important to make the roads safe for all users. Therefore, a 30km/hr speed limit should be introduced from the Bishopstown bar. This is because there are several pinch points from here that make cycling in traffic unsafe. In the UK The TRL have undertaken a significant study into Dutch style roundabouts which found that cyclists and pedestrians were able to navigate them efficiently and found them safe. The TRL report on capacity found that Dutch style roundabouts reduced the capacity of a roundabout by 40%. I would urge the NTA to consider this approach to certain junctions in an effort to make Bus Connects as successful as possible. (Additional documentation downloaded).	Please refer to Section 4.11
NTA-C14-1509 / NTA-C14-788	Bishopstown Credit Union are a large Credit Union that have been operating in Bishopstown since 1967, providing a service to over 22,000 members. In 2020, Bishopstown Credit Union opened a new head office building on Curraheen Road. The proposed new BusConnects Bishopstown to City transport corridor is proposed to run along Curraheen Road, and as currently presented will have a significant impact on the operation and business of Bishopstown Credit Union.	Please refer to Section 4.5
NTA-C14-1509 / NTA-C14-788	We refer to Map 2 and note that the existing Credit Union boundary is proposed to be replaced with a proposed new boundary that runs right up to the Credit union building and proposes to take the complete Credit Union owned area and car park in front of the building to facilitate the new proposed transport corridor.	Please refer to Section 4.20
NTA-C14-1509 / NTA-C14-788	Whilst Bishopstown Credit Union appreciates that the objectives of the transport corridor are to create sustainable transport corridors focusing on bus transport, cycling, and walking, we also submit that this particular section of the proposed corridor has a disproportionately negative effect on the operation and business of the Credit Union. The Credit Union is an important local facility for the community, and the proposed development will have a detrimental effect on the area (which is currently going through a business rejuvenation) and on the provision of an important service to the local community.	Please refer to Section 4.8
NTA-C14-1509 / NTA-C14-788	We note that the following in relation to the proposed transport corridor outside the Credit Union premises as proposed per Map2. Bishopstown Credit Union serves 22,000 members (customers), mostly from the local area, and has a significant amount of footfall attending the premises on Curraheen Road on an ongoing basis, with a current weekly average of 945 members attending the office (see weekly footfall figures included in Appendix 1). The vast majority of these members attending the premises would drive to the premises, and park outside the premises. There is currently a pull in area and 9 car parking spaces (including 1 disabled parking space) provided by the Credit Union for members attending the Credit Union, and these car parking spaces are extensively utilised by members and are a safe and secure place for members to park and attend the Credit Union.	Please refer to Section 4.4
NTA-C14-1509 / NTA-C14-788	Should the transport corridor proceed as proposed a significant question arises as to where the members attending the Credit Union premises are going to park. The current proposal includes 3 general public parallel car parking spaces along the road, to serve the Credit Union and the 2 adjacent businesses, Cremin Dry Cleaners and Dino's take away (noting that these 2 businesses also have their own car parking areas in front of their premises). We note that the nature of all these 3 businesses involves the customer attending the premises and 3 car parking spaces for this level of business activity in a small area across the 3 businesses is totally and wholly inadequate. We note that there are few, if any, places for Credit Union members to park in the area around the Credit Union, should the Credit Union car park be gone. There is a new Dunnes Stores being constructed beside the Credit Union premises, which will have a supervised car park for Dunnes Stores customers only at the	Please refer to Section 4.4

Reference	Statement	NTA Response
	back of the Dunnes premises, and there are few local areas in the vicinity for parking, and these areas are largely paid parking. We would strongly content that if all the Credit Union car park is gone, in addition to the Cremin Cleaners and Dino's take away car parks, there will be a significant amount of cars looking to park somewhere in the area, and this potentially leads to safety concerns with multiple vehicles looking to park in an area with very limited car parking spaces and a main transport corridor.	
NTA-C14-1509 / NTA-C14-788	The section of the transport corridor proposed for outside the Credit Union premises contains all elements i.e., 2 carriageways, 2 bus lanes, 2 cycle lanes and 2 footpaths, with a total proposed width of 20 meters. We would question the requirement and the basis for having all elements of the corridor for this short space, given that this width of corridor is proposed to commence approx. 50 meters before the Credit Union premises, and cease approx. 150 meters after the Credit Union premises. It would appear to the Credit Union that there is little material benefit from having this small section of full width transport corridor, given the bus lanes and cycle lanes cannot be facilitated a short distance before and after the Credit Union.	Please refer to Section 4.17
NTA-C14-1509 / NTA-C14-788	The Credit Union premises is approx. 12m from the footpath around the Credit Union building to the public footpath by the road. The Credit Union would contend that there is sufficient space here, with proper design and planning, to allow for an improved transport corridor and for the Credit Union to retain its current parking facilities. See pictures included in Appendix 2 showing the space in from of the Credit Union premises. Taking the above points into account, Bishopstown Credit Union would ask that the details for the provision of a full width transport corridor outside the Credit Union premises are reviewed, and that due consideration be given to the car parking requirements of Credit Union members, and the provision of service by the Credit Union to its members and the local community. Should you require any further information on the above, or wish to visit the Credit Union premises, do not hesitate to contact me to arrange same.	Please refer to Section 4.4
NTA-C14-1510	I believe any new Sustainable Transport Corridors should include permanent speed cameras operating 24/7 as a deterrent to speeding by public service vehicles (and others) using bus lanes. If installed and operated correctly, speed monitoring cameras might go some of the way towards compensating residents in residential areas like Wilton Rd., Cork, and other corridors for the loss of amenity they will suffer when a 4-lane motorway is imposed on them. If current levels of exceeding the speed limits are allowed to continue then the new Sustainable Transport Corridors will fail to achieve three of the five primary objectives, namely: Create a safer environment for cyclists and pedestrians. Better serve the needs of all road users. Create a more sustainable and liveable city.	Please refer to Section 4.2
NTA-C14-1511	I am the owner of Chopsticks Chinese on the Curraheen Road. We cannot survive in business without parking on the Curraheen Road. Also on our grounds is Kevin Ryan Hair Salon. From our premises to the Bishopstown Bar, there are twenty-five businesses that employ a very large amount of people. There is a lot of family livelihoods at jeopardy with bus and bicycle lanes proposals by bus connect on the Curraheen Road. Namely: Dinos, Cremin Cleaners, Cutting Crew, Chopsticks, Kevin Ryan Salon, Toasted, Carry Out, Outpost Bar, Credit Union, O'Donoghue's Car, Dunnes Stores, Ladbrokes, Firgrove Pharmacy, Clady Medical, Nostra Dental, O'Brien Solicitors, Spar, Texaco, AIB Bank, TSB Bank, Bishopstown Bar, Boyle Sports, Apex Clinic, Camile Restaurant, Spice of India. There is no other cluster of business from Bishopstown to Cork City Centre that provides this range of shops. A lot of our customers come in from country areas and isolated houses. They drive to Bishopstown as it is a very efficient environmentally friendly way to park once and get a lot of different services.	Please refer to Section 4.5

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	<p>It's difficult to determine the full impact this early in the process with limited information available without being provided with its implications i.e. environmental, ecological, traffic impact, etc. and this is unfair.</p> <p>There would be a very significant traffic impact as a result of the proposals. For example, the removal of a turning lane from Boreenmanna Road to the N27. Without understanding the implications of the proposals it is unclear how critical decisions such as identifying emerging preferred routes/ proposals have been made i.e. It has been decided without all required information to do so.</p> <p>The proposed left-turn ban on 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.</p> <p>Much of the layout is contrary to DMURS principles with significant visual widening and loss of trees from locations where they are required.</p>	<p>The proposed Scheme aims to implement positive changes to active travel infrastructure, reducing car usage. Therefore, walking, cycling and wheeling will also become a more attractive alternative to the private car through improved pedestrian and cycling facilities. The aims of BusConnects Cork improving bus and cycle measures are to restrict traffic growth by allowing alternatives to car travel, therefore general traffic capacity will not increase. All journeys throughout the Scheme area will still be possible, some with a slight increase in distance.</p> <p>The impacts of the Scheme on the surrounding road network will be further assessed as part of the traffic modelling exercise which will be carried out during the next design stage, with mitigation measures provided where appropriate.</p> <p>The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. Local access will be maintained, although short diversions may be required in certain locations where bus gates are proposed. Access will be maintained for emergency vehicles along the Proposed Scheme.</p> <p>An Environmental Impact Assessment Report (EIAR) will be prepared for the proposed Scheme and submitted as part of the planning application. The EIAR includes an assessment of potential noise, air and</p>

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 	Future committed transport schemes will continue to be considered within the design proposals and supporting traffic modelling. The NTA will continue to work closely with Cork City Council and other relevant stakeholders.
NTA-C14-781	It will be very important for clarity and adherence that bus gates are enforced through automatic rising bollards as opposed to camera enforcement.	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-51	Cycling tracks should be smooth, continuous, and of a suitable surface to encourage usage. Cycle lanes should be on both sides of the road for easy access to junctions. A curb between the footpath and cycle lane will minimize conflict between pedestrians and cyclists. Physical barrier, such as bollards, should separate the road and cycle lane. Douglas Road - Bellair Estate Junction: Ensure easy access from the cycle lane on Cross Douglas Road into Bellair estate, as this junction is frequently used by active mobility users. Cross Douglas Road - onto Douglas Road: The left turn here should have a cycle lane	Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.
NTA-C14-51	Pedestrian crossings should be raised and bricked, prioritising pedestrians and encouraging walkability, especially near bus routes. Cross Douglas Road - onto Douglas Road: The left turn here should have a footpath.	With regard to crossings, a number of new pedestrian crossings are included in the proposed STC to cater for desire lines. Additionally, existing crossing facilities have been reviewed and will be upgraded throughout the Scheme to provide safe routes for all users. Crossings, lighting, maintenance, traffic calming and signal timings will be considered in the next stage of design, supported by traffic modelling.
NTA-C14-51	Clear signage and enforcement measures, such as cameras or electronic bollards, are needed to prevent motorists from ignoring bus gates.	Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.
NTA-C14-51	All bus stops should have adequate shelters.	Bus shelter provisions will be significantly expanded as part of the Bus Connects plan. A large number of additional bus shelters will be provided in new locations, particularly where connecting services are being provided.

Reference	Statement	NTA Response
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.

Reference	Statement	NTA Response
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

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		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.

Reference	Statement	NTA Response
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. 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	<p>The first point which we would like to raise is in relation to the shift towards usage of timed bus gates instead of full time, fully separated bus lanes</p> <p>In other areas of the plan, bus lanes on one or both sides of the road have been removed. In Cork's primary timed bus lane, we have seen virtually no enforcement of the Patricks Street bus lane, with no Garda presence, and no implementation of physical infrastructure such as rising bollards.</p>	<p>The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant.</p> <p>Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.</p>
NTA-C14-1265	<p>I believe sustainable and efficient transport is an important step towards the future of this city, especially within the context of the growth that is forecast in the next 20 years.</p> <p>This scheme has been clearly well thought out, and considered many aspects during the process, and it has my full support.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1266	<p>BusConnects Cork is a critical component of the Cork Metropolitan Area Transport Strategy (CMATS), a project which seeks to vastly scale up the public transport network in the Cork Metropolitan Area in line with the goals established by the National Planning Framework 2040 (NPF).</p> <p>Firstly, the review of the STC has outlined where the new 'bus gates' are to be located along each of the STCs - sections of the road where car traffic is prohibited during certain hours. I am sceptical that these bus gates will always be respected by motorists if no physical gate or barrier is there to actually enforce it, as is currently envisaged.</p> <p>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.</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-C14-1266	<p>Firstly, the review of the STC has outlined where the new 'bus gates' are to be located along each of the STCs - sections of the road where car traffic is prohibited during certain hours. I am sceptical that these bus gates will always be respected by motorists if no physical gate or barrier is there to actually enforce it, as is currently envisaged.</p>	<p>The NTA welcomes this positive feedback 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-C14-1267	<p>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.</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-C14-1269	<p>I broadly welcome the overall plan and fully support the need to improve Cork's public and active transport 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>
NTA-C14-1271	<p>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.</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-C14-1272	<p>The original plan was made by experts with the aim of providing a better transport system for Cork and produce a modal shift away from cars.</p> <p>It is essential that car use declines for us to meet our climate commitments. The original plan will increase quality of life and health for Cork residents. Unsubstantiated claims of negative outcomes should be ignored.</p> <p>Cork is a rapidly growing city and this project is necessary for this growth to occur responsibly.</p> <p>Bus gates are a compromise with the unreasonable and should be reversed to the original plan.</p> <p>Without this transport plan Cork will decline economically and become a far worse place to live.</p> <p>Cycling increases when routes are safer. Buses become more popular when they are reliable. This plan is vital to a better future for Cork.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1273	<p>Tramore Valley Park</p> <p>Why are there 4 current and planned access points to Tramore Valley Park to douglas, turners cross and grange, but none westwards to togher/ballyphehane?</p> <p>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.</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>

Reference	Statement	NTA Response
	<p>This would link Douglas, ballyphehane and togher in a continuous safe path off the road. As a resident I would love to see this development so I could access the park without driving.</p> <p>Also please connect the planned Bandon railway planned improvements to tramore valley park</p>	
NTA-C14-1274	<p>Firstly, I wish to emphasise the importance of maintaining a direct route from Crosshaven to UCC. Currently, we enjoy the convenience of such a direct route, an advantage that appears to be threatened under the new plan. This direct route is not a luxury, but rather an essential component of daily life for many of us who rely on public transportation to for our education</p> <p>A modern city needs an equally modern, efficient, and reliable public transport system. As a user and beneficiary of the current direct bus route, I strongly urge you to reconsider the proposed changes and instead focus on improving the existing service in ways that meet the needs of the residents of Crosshaven.</p> <p>We need a transport system that is aligned with our lifestyles and daily routines. A direct, efficient, and reliable bus service from Crosshaven to UCC, which also accommodates late-night commuters, would be a significant step towards achieving this goal.</p> <p>Thank you for your time and consideration, and I hope you take these points into account as you proceed with the Busconnects Cork scheme, which I otherwise support as a positive plan to improve our city's strained public transport system.</p>	<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-C14-261	<p>Provide more accessible bus connections to Tramore Road Educational Campus (ETB). Provide an exclusive bus transportation service/ route that would service students coming from outside the City to all the colleges and educational facilities in Cork City. no public or private bus services pass Tramore Road campus which is unfortunate as it promotes more private car usage. Melbourne Road is also a classic example of excessive car congestion caused by student traffic driving into the CIT. A direct NTA bus service from North or West Cork would greatly assist in reducing car traffic on this road.</p>	<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-C14-1277	<p>The Douglas road is an historic road and is part of the built heritage and cultural heritage of the Cork City which contains recognised protected structures and is an ACA area in the City Development Plan. The road has a mature biodiverse local environment and the boundary walls are recognized as unique habitat.</p> <p>The residents contend that the NTA have dismissed the heritage concerns raised- the area is a protected ACA area, with several listed protected structures and boundaries, 183 mature trees including several over 200 years old and stone walls of a similar vintage. This is not a minor point and should be addressed in a fulsome way by the NTA.</p> <p>The local community in Beaumont had been hoping to turn an 18th-century walled garden into use as a community garden, however the NTA have proposed to turn this into a car park to replace the loss of on-street parking. The local community had been hoping to use it for biodiversity and gardening purposes. In fact, members of Beaumont Residents' Association believed they were nearing the end of negotiations with Cork City Council to restore its horticultural use as a community garden. I would urge the NTA to open dialogue directly with those involved in the garden. Naturally, it is important that we do all that we can to encourage biodiversity and use of green spaces and the balance needs to be right here.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate.</p> <p>The proposals for Douglas Road have been amended to avoid the need for road widening and therefore avoid impacting on adjacent trees and boundary walls.</p> <p>The comment regarding is noted. The NTA recognise the impacts made to the communities and have taken on board the submissions made from the consultation process. The impact on parking has been reviewed and the design proposed to minimise and/or mitigate the impact on local residents, business owners and community members.</p>
NTA-C14-1278	<p>We are in general very supportive of the proposed BusConnects Sustainable Transport Corridors as the re-distribution of road space to benefit bus and active travel will lift the quality of public transport (PT) in Cork and the Cork Metropolitan Area to an entirely new level and will enhance the quality of walking and cycling (Active Travel, AT) infrastructure. The latter will better facilitate both walking and cycling as a singular mode for medium distances, as it will complement the new PT network with better access routes.</p> <p>We strongly support the overall concept of the Sustainable Transport Corridors</p>	<p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>
NTA-C14-1293	<p>I'm a resident in Blackrock, and I would like to express my wholehearted support for BusConnects Cork. I hope it will proceed quickly, and I look forward to improved quality of life outcomes for people in Cork.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.</p>
NTA-C14-1294	<p>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.</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-C14-1300	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?</p> <p>Repeat again in the afternoon, I certainly know that after a couple of weeks of this I'd have to give up my career. I don't think that adequate consideration has been made for accessibility issue.</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</p> <p>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 Ballincolligh 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.

Reference	Statement	NTA Response
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 polices to improve public transport and address climate change in Cork and other cities. It is included within the following national and regional policies: The National Development Plan 2021 – 2030; Cork Metropolitan Area Transport Strategy 2040; and The Climate Action Plan 2023. All relevant policy and plans at both the regional and national level will be adhered to across the BusConnects Scheme.
NTA-C14-567	I am extremely disappointed with the recently published revisions to the BusConnects Cork plan. While not perfect, and certainly needing compromises in key areas such as the Mangala flyover, the previously published plan at least represented ambition to deliver real change. The current iteration is a capitulation, will fail, and in its attempt to appease a highly vocal minority of people will damn the city to generations more of gridlock.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.



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