



Togher to City **Sustainable Transport Corridor**

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



Rialtas
na hÉireann
Government
of Ireland

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2040

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

**BusConnects Cork
 Sustainable Transport Corridor G
 Together to City
 Preferred Route - Public Consultation Report**

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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 G which runs from Togher to the City.

1.2 Purpose of the Non-Statutory Public Consultation

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

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

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

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

1.3 Public Consultation Process for BusConnects

1.3.1 First round of Public Consultation

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

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

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

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

1.3.2 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 can be seen below in Figure 1-1 with the Togher to City route designated as Sustainable Transport Corridor (STC) G.

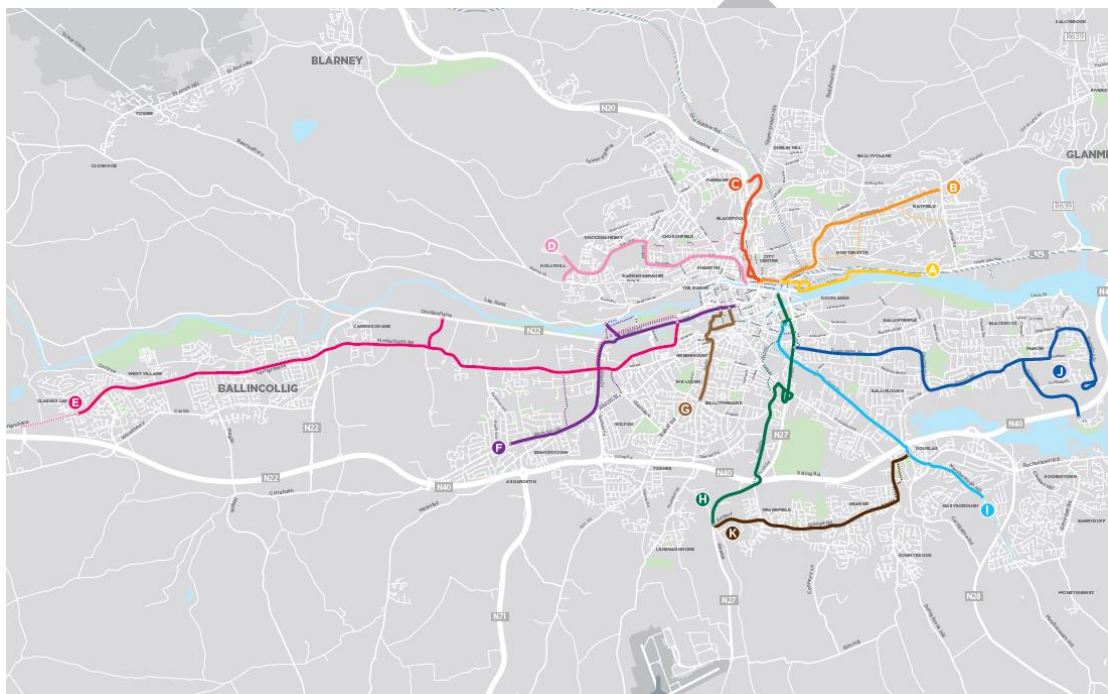


Figure 1-1 Preferred Route Options

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 56 submissions received relating to the Togher to City Sustainable Transport Corridor (STC G). 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 Issues;
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; and
19. Park & Ride.

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

2. INTRODUCTION

Consultation on the Togher 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:

- Nemo Rangers GAA Club, on Thursday 20th April 2023.

A community forum was held at the following location:

- Nemo Rangers GAA Club, on Wednesday 3rd May 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>.

3. SUBMISSIONS RECEIVED

Overall, there were 56 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.

4. ISSUES RAISED IN THE SUBMISSIONS

The review of the submissions commenced in June 2023 once the consultation period had closed. The NTA received 56 submissions for the Togher to City preferred route, from 30th March 2023 and the 26th May 2023. 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.

All 56 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 19 main issues were identified during this review process.

Issue	Frequency of Comments
Bus Network Redesign	30
Changes to Traffic Movement	19
Cycling Infrastructure	11
Impact on Car Parking	11
Business and Retail Impact	7
Alternative Proposals	6
General Environmental Issues	5
Impact on Community	5
Pedestrian Infrastructure	5
General	4
Safety Concerns	4
Support for the project	4
Access to Properties	2
Impact on Trees	2
Public Information Campaign	2
Technical Data/Surveys	2
Bus Infrastructure	1
Impact on property value	1
Park & Ride	1

Appendix A provides in-depth listing of the various issues raised that were specific to STC G 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

A number of submissions raised the concern that STC G will not benefit communities south of Togher, which is a growing residential area in need of public transport links.

Respondents also queried the benefits of replacing the current bus routes, particularly the 214 service. Although many welcome upgrades to the frequency of the proposed bus service when compared to the current service, concerns were raised that these

changes will add journey time to those traveling to other parts of the city and trip attractors such as CUH, Kent Station and UCC.

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. While bus priority infrastructure is proposed as far as the Pouladuff Road / Pearse Road junction only, the bus services themselves will continue further south, as shown in the proposed network redesign.
2. The network redesign will create a system of frequent, interconnecting bus routes to improve overall public transport accessibility in Cork City, including to the specific destinations mentioned in the submissions received to STC G.

4.2 Issue 2: Changes to Traffic Movement

Several submissions raised concerns about the suitability of the proposed bus gate at Bishops Street/Clarke's Bridge. Concerns were raised that this will cause heavy congestion in the surrounding area (in particular Wandesford Quay) and could lead to additional traffic on smaller neighbouring streets. Concerns were also raised about access for the 3 large local schools in the area and South Bank office complex.

NTA Response to Issue 2:

Following further review and assessment, the bus gate at Clarke's Bridge is no longer proposed. This will allow traffic exiting the St. Mary's of the Isle / Crosses Green traffic cell to do so via Hanover Street and South Main Street towards the southeast of the city.

It is not proposed to amend the proposal to implement a bus gate at Bishop Street, which will lead to a significant improvement in public transport and cycling access to the schools, offices and local communities in question.

4.3 Issue 3: Cycling Infrastructure

Many submissions raised concerns about the safety of the proposed cycling infrastructure, particularly at pinch points in narrow areas where more segregation or the use of quiet streets was recommended.

There is disappointment at the lack of segregated cycling facilities along Green Street and Pouladuff Road.

Comments were also made about the likelihood that cyclists will continue to use Proby's Quay in both directions rather than following the route via Washington Street and Clarke's Bridge.

Submissions also proposed the use of Lough Road, Bandon Road and Barrack Street as an alternative cycling route, negating the need for major junction treatment at Noonan Road and Gillabbey Street.

NTA Response to Issue 3:

Cork City Council and the National Transport Authority is separately progressing a proposed Cork City Cycle Network, which includes proposals for cycle routes along Lough Road and Bandon Road / Barrack Street. The proposed cycling facilities being provided along STC G will be complementary to these proposals.

It is noted that permeability for cyclists is also being included in the Brewery Quarter scheme design being separately progressed, which would provide a further alternative to the Proby's Quay route.

4.4 Issue 4: Impact on Car Parking

Submissions expressed concern over the removal of a significant number of on-street parking spaces and the effect this will have on local residents and customers visiting local businesses. Many would like these maintained or relocated. A suggestion was also made to provide driveways for properties on Gregg Road to offset some of the impact for residents.

One submission also suggested the inclusion of barriers or other measures to prevent vehicles from parking on footpaths.

NTA Response to Issue 4:

The PC2 proposals have been revised and optimised to minimise the loss of parking. Compensatory parking areas are available nearby for locations outside of the city centre where parking is unavoidably affected (i.e. Pouladuff Road, Green Street, Gregg Road).

4.5 Issue 5: Business and Retail Impact

Concerns were raised about accessibility to and from the South Bank office complex, including over 35 businesses, for both staff and clients. The introduction of the bus gates at Bishop Street and Clarke's bridge is of significant concern for these businesses.

NTA Response to Issue 5:

Refer to 4.2

4.6 Issue 6: Alternative Proposals

A number of submissions suggested alternative proposals. These suggestions included:

- Restricting the operation of the bus gates to peak hours only.
- Repositioning of the Bus Gate to allow for vehicular access to Hanover Street.
- Making Hanover Street fully one-way.
- Removing the bus gates at Gilabbey Street and Gregg Road and at Clarke's Bridge.
- Focusing on a light rail system, similar to the Luas, for Cork rather than buses.
- Add a further bus route connecting the routes around the city rather than through the city centre (orbital route).
- Extending the current proposal to Togher and beyond.
- Moving the proposed bus stop from outside the Lough Community Centre 100m towards Croghtamore Gardens.

NTA Response to Issue 6:

- Restricting the operation of the bus gates to peak hours only.
 The inbound bus gate on Pouladuff Road will operate during the AM peak period only.
 The bus gate shown at Clarke's Bridge for PC2 is being omitted from the proposals.
 The bus gate at Bishop Street will operate 24 hours a day in both directions.
- Repositioning of the Bus Gate to allow for vehicular access to Hanover Street.
 This suggestion has been adopted.
- Making Hanover Street fully one-way.
 It is not proposed to alter the current circulation arrangements on Hanover Street East. The eastern section of Hanover Street West will be made one-way eastbound.
- Removing the bus gates at Gillabbey Street and Gregg Road and at Clarke's Bridge.
 See above
- Focusing on a light rail system, similar to the Luas, for Cork rather than buses.
 The NTA is separately progressing a study of a potential Light Rail System for Cork but it is not envisaged that this would directly serve the STC G catchment. Therefore a bus-based system is required to serve this catchment.
- Add a further bus route connecting the routes around the city rather than through the city centre (orbital route).
 Refer to 4.1
- Extending the current proposal to Togher and beyond.
 Refer to 4.1.
- Moving the proposed bus stop from outside the Lough Community Centre 100m towards Croghtamore Gardens
 This proposed bus stop has been relocated to Ardross.

4.7 Issue 7: General Environmental Issues

General concerns were raised about the noise and air pollution increasing due to the increased volume of buses using the roads.

One submission also raised the concern that the junction of Sharman Crawford Street and Wandesford Quay can flood at times which may prevent vehicular access/egress for private vehicles if Clarkes bridge and Crosses Green cannot be used.

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 project. This assessment will include construction and operational impacts, with mitigation measures proposed as necessary. These impacts will be considered by An Bord Pleanála in their assessment of the 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.

As the design progresses, the design team will review opportunities to provide additional landscaping / vegetation to replace lost habitats and increase biodiversity. A review of existing highway drainage will be undertaken as part of the design with new drainage systems proposed where required including sustainable drainage where practicable.

The amendments proposed to the design since PC2, as outlined in 4.2 above, will address the specific concern in relation to flooding on Wandesford Quay.

4.8 Issue 8: Impact on Community

There was concern that the proposed bus stop placement at the Lough Community Centre will negatively affect the operation of the Lough Meals on Wheels service.

Submissions also expressed concerns that changes to bus routes will impact the community, particularly the elderly, which relies on these services to access trip attractors such as CUH.

The removal of parking spaces was also a major concern, with respondents concerned about impacting the community's ability to own and use their vehicles.

NTA Response to Issue 8:

The bus stop proposed at the Lough Community Centre in PC2 has been moved to Ardross.

Refer to 4.1 in relation to bus network and routing.

Refer to 4.4 in relation to car parking.

4.9 Issue 9: Pedestrian Infrastructure

A number of submissions raised concerns about the pedestrian infrastructure at junctions, highlighting the need for pedestrian priority, safe crossings and traffic calming measures, particularly on narrow streets.

Submissions also highlighted the problem of cars regularly parking on footpaths and suggested the use of high kerbs or barriers.

The absence of a footpath on the south side of Deerpark Road was also raised as a concern.

NTA Response to Issue 9:

The proposed works include pedestrian facility improvements at all junctions. Measures will also be incorporated to prevent illegal car parking activity, where required.

The potential to install a footpath on Deerpark Road will be explored with Cork City Council, with a view to progressing this separately to the STC G project.

4.10 Issue 10: General Issues

Enforcement was raised as a general concern – particularly in relation to bus gates and amended speed limits.

The unique nature of Corks infrastructure was highlighted and how the plans would have to fit into that.

One submission although supporting the green initiative would like to see a transparent transition plan.

A submission suggested maintaining existing bus shelters as shelters even if the currently associated bus services are to be removed.

Many supported the project and the modal shift impact it would have, but would like it to be further expanded and for adjacent proposed cycle schemes to be combined with BusConnects.

NTA Response to Issue 10:

The NTA is securing additional powers to ensure effective enforcement of the bus gates and speed limits proposed as part of the project.

The designs have been devised to be sympathetic to Cork's existing infrastructure to preserve and enhance the unique character of the city where practicable.

With regard to the request for a transition plan, the implementation of the proposed works will be described in the EIAR.

The suggestion for the retention of existing bus shelters is noted and will be considered, however, the potential to cause confusion for system users is a concern.

Refer to 4.3 in relation to Cycle Infrastructure.

4.11 Issue 11: Safety Concern

Concern was raised about the safety of walking and cycling in the Togher area, particularly at the Sarsfield roundabout.

The problem of cars mounting the path at Barrack Street and Evergreen Street was highlighted, both in terms of the need for parking facilities in terms of pedestrian safety.

Further interventions were requested for Pouladuff Road and Green Street to prioritise the safety of pedestrians.

The bus lane and stop on Sharman Crawford Street was a concern as the area is used by many elderly people moving in and out of the convent.

NTA Response to Issue 11:

Sarsfield Roundabout is no longer part of STC G, but the issues raised will be highlighted to Cork City Council.

Issues with enforcement will be highlighted to Cork City Council. See also reference to enhanced NTA powers under 4.10.

Footpaths are being added on Pouladuff Road where none currently exist. Crossings and entry treatments will be enhanced throughout the scheme.

The bus lane previously proposed on Sharman Crawford Street is no longer proposed.

4.12 Issue 12: Support for the Project

Four submissions showed support for the project, highlighting the benefits for the environment, health and wellbeing and the positive impact on an ever-growing city.

NTA Response to Issue 12:

The positive submissions are noted and welcomed.

4.13 Issue 13: Access to Properties

Some residents of properties and businesses object to the bus gate at Bishop Street due to the restricted access for both living and working. This was also a major concern for those accessing the Sisters of Mercy convent.

NTA Response to Issue 13:

Refer to 4.2 above.

4.14 Issue 14: Impact on Trees

Submissions welcome preserving trees along the route and would like to encourage more to be planted, particularly in pedestrian areas.

NTA Response to Issue 14:

Noted.

4.15 Issue 15: Public Information Campaign

One respondent was disappointed with their meetings with the NTA and felt their concerns were not being taken seriously.

Another submission highlighted the use of 'transport corridor' as not having a clear meaning explained and can be misinterpreted.

NTA Response to Issue 15:

The NTA has endeavoured to address issues raised in the public consultations where practicable.

The concern in relation to terminology is noted, and care will be taken to ensure all terminology is clearly explained in the planning documentation.

4.16 Issue 16: Technical Data/Surveys

On submission suggested that pilot schemes involving bus gates be initiated in order to monitor traffic before it is introduced permanently.

NTA Response to Issue 16:

This will be considered by the NTA, however the requirements of the planning process demand that an EIAR is prepared for the full scheme as proposed.

4.17 Issue 17: Bus Infrastructure

One submission was concerned about the proposed bus stop at Sharman Crawford Street due to the proximity to the junction, access to the convent buildings and the very narrow street.

NTA Response to Issue 17:

The location of this bus stop will be reviewed in conjunction with the project traffic analysis prior to confirmation of its final location.

4.18 Issue 18: Impact on property value

One respondent was concerned that the proposed bus gate on Clarke's Bridge will devalue their property at South Bank.

NTA Response to Issue 18:

Refer to Item 4.2.

4.19 Issue 19: Park & Ride

One submission said there should be more focus on introducing new Park & Rides first so as to incentivise and accommodate car owners switching to public transport to access the city centre. It was suggested these would be located on the North, South, East and West of the city.

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.

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**APPENDIX A
RESPONSES TO INDIVIDUAL SUBMISSIONS**

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Reference	Statement	NTA Response
NTA-C14-76	This corridor (corridor G) will not actually go through Togher.	Please refer to Section 4.1
NTA-C14-132	The proposed routes don't have any access from north to south and vice versa. All roads lead to the city centre but at what cost?	Please refer to Section 4.1
NTA-C14-35	Could you start this line (Line G) from the Sarsfield roundabout, so more people can access the city centre. This area has new estates; many people are rented here, so more bus lines are needed. Also, many people are medical professionals; they can come to Wilton/ Togher/ CUH hospital area very quickly.	Please refer to Section 4.1
NTA-C14-60	Please consider the addition of the highly residential area of Sarsfield Road.	Please refer to Section 4.1
NTA-C14-302	Please confirm is it proposed to remove 78 street parking slots on Evergreen Rd and where those with resident permits will park our cars? This impacts older residents' special needs and those who need a car for work.	Please refer to Section 4.4
NTA-C14-302	I support the green initiative while we need to see a well thought out transparent transition plan. Please share the broad plan.	Please refer to Section 4.10
NTA-C14-346	In order to offset parking concerns parking needs to be provided on a one-to-one basis. Green street, Noonan Road, and Gregg Road will be most affected by the loss of parking. I would like to propose that the properties on Gregg Road would be provided with driveways therefore allowing the occupants to avail of off-street parking should they so wish to have a driveway and that extra parking be provided on Noonan Road, on the inbound lane from Bandon Road to Gregg Road on the left-hand side as the road curves left. The ground on the left is Council owned and basically unused and, in my view, make good use of the space.	Please refer to Section 4.4
NTA-C14-346	The Bus gates will in my view cause immense traffic issues to the surrounding residential areas. The roadways in these areas are not suitable for any excess traffic as they are simply too narrow to accommodate heavy traffic flows. These narrow streets and roads will become rat runs and will become a danger to all road users, cyclists, and pedestrians alike.	Please refer to Section 4.2
NTA-C14-346	I would propose that prior to the introduction of any bus gates that pilot schemes involving Bus Gates be initiated so as to enable the traffic flow to be monitored and surveyed so as to determine any future issues that may arise in the surrounding residential streets	Please refer to Section 4.16
NTA-C14-346	The current plans are in my view exaggerated beyond the abilities of the roadways that they are proposed for and should be scrapped. New plans that suit Cork's unique infrastructure should be created to fit into that infrastructure. I would also encourage the NTA to deal with the pinch points as this will improve bus times immediately. I think it will be step in the right direction plus it would save the taxpayer a small fortune while at the same time win over the general public's view on public transport in time.	Please refer to Section 4.10
NTA-C14-346	Park & Rides are another solution to the problem but yet they do not get any mention on any of the routes. I would suggest that Park & Rides be created first so as to entice car owners to do what it says on the tin (Park & Ride) these should be positioned on the North, South, East and the West of the City and would complement the Park & Ride in Black Ash. This would sit well with motorists and have a positive effect going further.	Please refer to Section 4.19
NTA-C14-374	Is this replacing the existing 214 route? I have seen proposals for a looped route involving Sarsfield Road, Ballyphehane and Apple. Such a proposal would add significantly to the journey time into and out of town for those on the existing 214 bus route. Is there any proposal to switch bus routes on the same ticket (e.g., if used within 30mins)? If so, this would enable users to pick up the STC G route at the Lough where both intersect. If not, it is cutting out a significant part of the service to Togher.	Please refer to Section 4.1
NTA-C14-393	The success of the South Bank office complex is heavily reliant on vehicular access for both staff and clients. The proximity of St. Finbarr's multi-storey car park is testament to this and to the need to provide for the needs of patients and visitors to the adjacent Mercy Hospital.	Please refer to Section 4.5
NTA-C14-393	If the proposed plan goes ahead, it means that the combined peak time traffic from the 3 local large schools and from South Bank office complex and all of the surrounding businesses will be concentrated onto Wandesford Quay and its junction with Washington Street and Lancaster Quay. This can only result in traffic chaos and severely inconvenience members of the public.	Please refer to Section 4.2
NTA-C14-393	Frequently, at times of river flooding, the junction of Sharman Crawford Steet and Wandesford Quay becomes flooded to an extent that vehicular as well as pedestrian access is impossible. On these occasions, Clarkes Bridge and Crosses Green become the only escape routes for both vehicles and pedestrians. The proposed plan if it goes ahead, would close off these routes and thereby trap vehicles	Please refer to Section 4.7
NTA-C14-393	Suggests the following amendments: that operation of the proposed bus gate at Bishop Street be restricted only to peak hours i.e., 8 -9 am and 5-6pm; cancellation of the proposed outbound bus gate at Gillabbey Street/Gregg Road; cancellation of the proposed bus gate at Clarkes Bridge.	Please refer to Section 4.6
NTA-C14-402	a) Proposal to effectively stop all car traffic access from Gilabbey St - Sharman Crawford Street. b) Proposal to close off traffic along Crosses Green Street (adjoining the river/meitheal mara) accessing Proby's quay. The net effect of this shall be to divert all traffic onto Wandesford Quay to access the Western Road where there will be huge congestion issues and be detrimental to both businesses and people working in this area of Cork City.	Please refer to Section 4.2
NTA-C14-431	I see that it might need to remove 134 parking spaces to facilitate the route, having walked the route from Green Street to Pouladuff Road I counted 105 houses. Where are people supposed to park their cars? Many need these cars as this bus route does not operate early enough for in the right location for many to work.	Please refer to Section 4.4
NTA-C14-435	This is doing the people a massive disservice in Togher and Wilton for the other proposed new route. Think of all off the residents along Sarsfield Road and Togher Road that now have go to the City Centre via Ballyphehane and onwards. This will take a huge amount of extra time for folks trying to get to school/college/work	Please refer to Section 4.1
NTA-C14-435	The 214 as it is a shameful bus service. Constantly late or cancelled.	Please refer to Section 4.1
NTA-C14-446	Parking on Tower Street, even at this moment, is very bad and with these new corridors it'll be ten time worst. This is unacceptable. I can see why the city hall have made it nearly impossible to get a tenant parking permit to try and make this possible	Please refer to Section 4.4

Reference	Statement	NTA Response
NTA-C14-493	As a Friar at long-time resident, I don't want to lose the parking, I am widowed, and my family need to park when visiting me and bringing shopping to me	Please refer to Section 4.4
NTA-C14-523	Deep concerns about the plans of removing parking spaces as well as changes in traffic on Evergreen Road and Turners Cross neighbourhood. As residents, including the elderly and people with mobility problems, who pay taxes, we have rights to equal life standards, our choice of transport, to travel with our own car, receive deliveries and proceed with home deliveries. It is absolutely unfair for this to change for the sake of bicycle lanes.	Please refer to Section 4.8
NTA-C14-670	Removal of 138 parking spaces needs to be reconsidered given the older residential nature of the area or alternative park and ride facilities to be made available.	Please refer to Section 4.4
NTA-C14-670	Treatment of Green Street and Greenmount NS needs to be tailored, removal of parking spaces on roadway between school and junction with Mount Sion Road would be welcome as the prevailing situation causes huge traffic issues as it is.	Please refer to Section 4.4
NTA-C14-670	Junction and crossings at school, entrance to Deerpark Estate should be reviewed as part of the plan to determine more efficient infrastructure	Please refer to Section 4.9
NTA-C14-826	We have an elderly community living within the sisters of Mercy convent and ease of access to and from our buildings for staff is a major concern. Our employees use their cars as part of their work, and we provide private parking so they can come and go throughout their working day. We were advised to use park and ride to get into the city by the engineering company and felt our concerns were not considered important enough.	Please refer to Section 4.13
NTA-C14-826	The proposed bus stop at Sharman Crawford Street is directly opposite our vehicular access to our buildings (Sisters of Mercy Convent), this part of the road is very narrow and very close to the junction with Bishop Street. We believe this to be a safety issue.	Please refer to Section 4.17
NTA-C14-826	We object to the proposed bus lane on Sharman Crawford Street. The proposed bus lane is on the convent side with elderly people moving in and out of the convent, we feel this is a safety issue as the footpath is very narrow on this side of the road. We would question if the bus lane is really needed here, buses seem to be accommodated enough on Bishop Street with a bus lane and bus gate.	Please refer to Section 4.11
NTA-C14-826	We object to the proposed bus gate on Clarke's Bridge. As residents in the area this bridge is access to the city by foot or by car and we don't understand why another bus gate is required here. Again, buses on this narrow, old bridge are a safety concern.	Please refer to Section 4.2
NTA-C14-826	We strongly object to the closure of Crosses Green to traffic this is the main route to access our convent grounds. Our employees use this route to travel from the office to the convent archives often carrying equipment and boxes in their cars. As the oldest residents in the area, we require this road to remain open. There are also two schools in this area and as founders of these schools we also have to consider the children, parents and teachers who require access to Bishop Street and Sharman Crawford Street. We were told school parking would be managed like it has been in Dublin. This isn't enough information regarding the schools.	Please refer to Section 4.13
NTA-C14-826	Overall, we are extremely disappointed with the meetings, and we feel are concerns were not listened to or taken seriously. Your representatives were encouraging us to get on our bikes or the bus and stop using the car. This is not good enough.	Please refer to Section 4.15
NTA-C14-832	The benefits of good and efficient public transport, coupled with safe and connected pedestrian and cycle routes, cannot be overstated. BusConnects presents a unique and long-overdue opportunity to rectify Cork's car-centric, polluting, and unsafe infrastructure. When compared to its European counterparts, Cork lags significantly behind in terms of pedestrian and cycling-friendly infrastructure as well as public transport options. This will only get worse as the city grows.	Please refer to Section 4.12
NTA-C14-832	Currently, the bus routes from the Lough/Togher to the city centre and UCC campus are slow and unreliable. Although the proposed bus corridor along Pouladuff Rd is a welcome addition to the area, it feels like a missed opportunity to terminate the corridor at Pearse Rd, as it could easily be extended to Togher and beyond. There is also clear opportunity to add a further bus route connecting the routes around the city rather than through the city centre (i.e., a circular route).	Please refer to Section 4.6
NTA-C14-832	Cycle path only on Pearse Road with no options to the city centre along Pouladuff Rd. The lack of safe cycling routes from the Lough/Togher to the city centre and UCC campus is a major disappointment, and it is disheartening that this omission persists in the new plans.	Please refer to Section 4.3
NTA-C14-832	It is essential to address these shortcomings in infrastructure due to the pressing environmental concerns. Ireland experienced the highest increase in greenhouse gas emissions in the EU last year. Moreover, air pollution in Cork exceeds the guidelines set by WHO, with road traffic playing a significant role. This situation will not improve unless we prioritise public transport, pedestrian-friendly infrastructure, and cycling infrastructure. BusConnects represents an opportunity to future-proof Cork's infrastructure and address these challenges.	Please refer to Section 4.7
NTA-C14-851	The new Cork Bus Network not only does not enhance public transport in the area I live in, it actively removes vital access to this area (Sarsfield Road to Spur Hill to Togher Road). The 214 service runs from CUH to Glanmire through Cork city and Cork Kent station. It is proposed that a new service replaces this, number 5, and runs from CUH to the Bus station and onto Blackpool. While I welcome the ambition of a more frequent service, every 15 mins, which is far from what we currently experience with the 214 service, the new number 5 service will not link the area to Cork Kent station which is a vital national transport link for the area.	Please refer to Section 4.1
NTA-C14-851	The 219 service that currently runs between MTU to, Douglas and Mahon through this area will now, through the new service, route 14, be navigated away from this route and no longer serve our community. This will impact children going to school, workers working in Mahon and Douglas and shoppers looking to access Mahon and Douglas shopping centres.	Please refer to Section 4.1
NTA-C14-851	STC-G is the shortest by long shot with no additional replacement services for the area to stave off the impact of a short transport corridor. This is a mixed demographic area where many do not have cars. The proposals remove some of the few public transport services we have in this densely populated, growing area.	Please refer to Section 4.1
NTA-C14-882	As a resident of Turner's Cross, I welcome the proposals to provide bus lanes/gates along this route in order to provide a better bus service for the area. The narrow historical streets around Turner's Cross and the city are much more pleasant with less cars, resulting in less pollution, danger to users and more green areas. I support the increase in the cycle lanes proposed in this plan and the improved bus services. With better public transport the need for cars will decrease, reducing the demand for parking spaces.	Please refer to Section 4.12
NTA-C14-917	As a homeowner in Evergreen Road, against the project and would like the Bus connect route moved away from Evergreen Road. Do not take away parking spaces and kill the community.	Please refer to Section 4.8

Reference	Statement	NTA Response
NTA-C14-996	We, the elderly population in Deansrock, cannot understand why you would take away our bus route on Togher Road and why you would not bring the bus to CUH anymore. The buses are mostly filled with the elderly population who are in need of walking aids. With this we will become prisoners of our home as we cannot socialize anymore as well as for hospital visits. Often, it's only one or two stops to visit a friend as walking this distance is not possible anymore. This proposal will bring more cars onto the road instead off the road.	Please refer to Section 4.8
NTA-C14-1002	The 214 bus is currently the only bus serving the amenity area of the Lough and removing this will have a very negative impact on local residents. There has never been a heavy traffic issue on Lough Road, buses proceed unimpeded from Pearse Rd to Bandon Rd and there is no problem for cyclists.	Please refer to Section 4.1
NTA-C14-1002	Lough Road will become a rat run due to the bus gate on Pouladuff Road, adversely impacting peace and quiet. High numbers of children and old people using Lough Road and so the risk of accidents involving cars will increase. Emphasis should be on reducing the number of cars going in and out of Cork City. This just diverts traffic to other ill-equipped areas.	Please refer to Section 4.2
NTA-C14-1002	Bringing extra traffic onto Lough Road will adversely impact the local wildlife and residents - in the recent study the air quality in the area of the Lough was better than other areas of the city - however increased traffic will change this for wildlife, visitors, tourists, school tours and residents alike. It is a proposed Natural Heritage Site and a bird sanctuary and should not become an arterial link from the city to the South Ring.	Please refer to Section 4.7
NTA-C14-1002	If you do proceed to remove the bus, then please at least leave the bus stops which are used by visitors to the Lough to shelter when it is raining. The bus shelter roofs could be made into green roofs to help counter the increasing amount of land in the area which is being hard-surfaced due to car parking areas and developments.	Please refer to Section 4.10
NTA-C14-1002	The no left turn at St Finbar's on Bishop Street will cause car drivers to use a long diversion along routes which are already heavily congested. Washington Street does not flow well at the moment, and this will only exacerbate the problem.	Please refer to Section 4.2
NTA-C14-1002	I am pleased to see that trees will not be cut down in the area where all existing trees are very much needed as the hinterland for the Lough nature reserve.	Please refer to Section 4.14
NTA-C14-1069	Revised interventions for Pouladuff Road and Green Street are now way too little and will leave the street wide open for irregular parking, dangerous for cycling and unsafe for walking. This section is too problematic as it is too left nearly untouched as it is now proposed. Pedestrians seem to be the biggest losers in this revised proposal and private cars the biggest beneficiaries. Please remember that pedestrians are top priority - even before buses!	Please refer to Section 4.11
NTA-C14-1069	The road (Pauladuff and Green Street) should still be re-aligned to provide clear definition of parking, general traffic, and pedestrians crossings areas. Lanes for general traffic should be consistently dimensioned and clearly limited as it minimizes illegal parking obstructing general traffic areas. Clear definition of limited width vehicular lanes are also safer for cyclists as it minimizes dangerous overtaking when lanes are wider than required but cannot accommodate safe overtaking of bicycles. Tapering road width should be removed, and one lane only may be needed again like in revised proposal near Maxol petrol station if there is no room for 2 proper lanes. Cycle lanes should be at footpath level to minimize interaction with vehicular traffic. Car and bicycles should not mix.	Please refer to Section 4.3
NTA-C14-1069	Junctions MUST have raised pedestrian crossings and tighter corner radius to facilitate pedestrian movement which is currently very poor. There is high pedestrian traffic and high elderly population, and Mount Sion Road is particularly busy and dangerous for pedestrians and should have pedestrian priority crossing. Dean Street junction with Gillabbey Street should have improved controlled pedestrian crossing on all 3 pedestrian crossings.	Please refer to Section 4.9
NTA-C14-1069	Restrictions should be introduced for outbound traffic going up Green Street during peak hours with Barrack Street protected from increased "rat-running" private cars. There should be increased traffic calming on Deerpark Road by design and not by signage only. Bus gates must be enforced fully electronically without human discretion!	Please refer to Section 4.2
NTA-C14-1069	At the moment cars are regularly climbing the footpath, especially on outbound Green Street. The new footpath edge should be high (200mm) to prevent cars from climbing and travelling on footpath. New footpath should be provided on south side of Deerpark Road between Deerpark Court and the Lough Community Centre to facilitate access to the bus stop/ route. Priority pedestrian crossing should be provided near Deerpark Court near school access/ gate. Footpaths are too narrow in the area and should be improved.	Please refer to Section 4.9
NTA-C14-1069	Parking spaces which may be lost should not need to be relocated fully. Street parking should be more restricted with reduced number of permits allowed and higher charges incrementally much more expensive.	Please refer to Section 4.4
NTA-C14-1118	At the bottom of barrack street and evergreen street we have a continual problem with cars mounting the footpaths. This is no pedestrian crossing from evergreen street to Barrack Street, and the cars move at speed up the two-way street that can physically only accommodate one way operation. We have been asked for better enforcement and a traffic calming system with a pedestrian crossing system for the last 5 years and with greater footfall in the area would ask for this to be executed as part of this project.	Please refer to Section 4.9
NTA-C14-1118	Due to the lack of space for 2-way traffic we have witnessed verbal abuse, traffic build up, damage to parked cars and near misses where cars are forced to mount the pavements where pedestrians are walking.	Please refer to Section 4.11
NTA-C14-1124	If the proposed bus gate at Clarkes Bridge and Bishop Street goes ahead, I think it will be a nightmare for all the persons working here in South Bank who access and egress the same by car. Travelling by car is an unavoidable necessity for me and this alteration will make my commute to and from work a nightmare.	Please refer to Section 4.2
NTA-C14-1188	Is the 203 Manor Farm to Blackpool route being taken away completely? This route serves a huge amount of people, many of which are travelling to/from hospital and can hardly walk to the stop nearby. There is also a primary care centre with permission granted (planning ref 2240906) and this would need to be well connected for people in Cork city and Cork County as many are not in a position to drive, walk or get taxis.	Please refer to Section 4.1
NTA-C14-1216	I wish to object to the permanent bus lane in Bishops Street and the proposed pedestrianisation of Clarke's Bridge.	Please refer to Section 4.2
NTA-C14-1244	Please update these routes to include improvements for residents along Sarsfields Road and Togher, as currently, the 214 is one of the most unreliable bus routes in the city and this proposal doesn't actually go through Togher and makes services worse for residents of the area.	Please refer to Section 4.1
NTA-C14-1244	As a college student, this route will make it much harder for me to get to college at UCC as it no longer goes along Noonan road, instead will have to travel through Ballyphehane.	Please refer to Section 4.1

Reference	Statement	NTA Response
NTA-C14-1270	I'm a lady with severe [Personal information redacted] and live next to the bus stop on Deanrock Avenue. My daily routine is to go on the bus which brings me to the LOUGH Cafe on Lough Rd. where I can sit for a few hours and be by the lake and watch the birds. This is a lifeline for me and would appreciate feedback as to why this route shall not continue.	Please refer to Section 4.1
NTA-C14-1273	I am in favour of the bus connects plan. I understand that people have concerns and reservations, especially those who live close to the impacted areas however people need to think of the bigger picture, to reduce our carbon footprint and open up the city to safe cycling and walking for future generations.	Please refer to Section 4.1
NTA-C14-1273	I would like to see the plan extended to Togher village and the new residential areas in Lehenaghmore. Allow better accessibility for a new young population.	Please refer to Section 4.1
NTA-C14-1287	This is Cork's best chance to make a serious modal shift from the private car and it doesn't go far enough. If on-street parking continues to be prioritised over reliable public transport and safer cycling facilities, it is difficult to see any real change happening. Many cycle schemes are stated as to be completed under separate strategies when they could be far more effective when combined with BusConnects. Enforcement will be key to ensuring the success of bus gates in particular - without physical measures to block private cars I don't think they will be effective.	Please refer to Section 4.10
NTA-C14-1287	It is a pity that the corridor starts so close to the city, as public transport inbound in the morning peak hour is currently quite unreliable in this area. I appreciate the city centre areas cause the most delay especially for cross-city routes like the 214 but it is often well behind schedule when it approaches the start of the STC having come through Togher.	Please refer to Section 4.1
NTA-C14-1287	Proposals at Proby's Quay and Bishop Street are very welcome, although I think it is likely that cyclists will continue to use the inbound cycle lane on the eastern section of Proby's Quay in both directions rather than going out Washington St and across Clarke's Bridge.	Please refer to Section 4.3
NTA-C14-1308	Trees should be planted all along Pouladuff Road, there is a distinct absence here. Trees and green areas should be planted at Crosse's Green pedestrian area. This could become a popular quiet area of the city centre, or even a mini park.	Please refer to Section 4.14
NTA-C14-1308	At the tie-in to existing at Gillabey Street, is indicates cycle lanes heading towards College Road as "existing". Will this be constructed as part of the project, or no? Cycle tracks must be continuous, grade-separated, and physically protected.	Please refer to Section 4.3
NTA-C14-1354	The proposal in this round to reduce the length of the STC so that it commences on Pouladuff Road is poor, this leaves thousands of people on the south side of the city without access to high quality bus infrastructure and safe cycle facilities.	Please refer to Section 4.1
NTA-C14-1354	I support the proposal for a bus gate on Clarke's Bridge. This will make the side streets in this area much safer for pedestrians and cyclists and patrons of the Event Centre if it is ever built. Please ensure adequate barriers are in place to prevent drivers abusing this gate as it will be ignored otherwise.	Please refer to Section 4.2
NTA-C14-1354	I support the removal of parking on South Main St. Please include barriers on edge of the wide footpaths as drivers will see these as tempting parking places.	Please refer to Section 4.4
NTA-C14-1370	The contra-flow cycle lane on Clarkes bridge ends at the T-junction which is very exposed to impact with buses turning onto Clarkes bridge. Cork Cycling Campaign recommends that infrastructure protection or signalling is used here to protect people on bike wishing to turn right from cycling into collision zone with a bus turning at this corner.	Please refer to Section 4.3
NTA-C14-1370	Would like a better-quality junction that properly links Probys Quay, South Main St and Sullivan Quay, enhancing user safety. Shared spaces should be avoided where possible and cycle lanes into pedestrian environments.	Please refer to Section 4.2
NTA-C14-1370	Cork Cycling Campaign welcomes the reduction in speed limit to 30 km/h which will greatly increase safety for all road users. The Bus Gate on Pouladuff road will act as filtered permeability for people cycling which is welcome addition	Please refer to Section 4.12
NTA-C14-1370	The 2017 Cork Cycle Network plan proposed route CSW-U17 on the Lough Rd to join with the Bandon Rd and Barrack St as a Primary cycling route to the city. Cork Cycling Campaign recommend this routing is considered by the design team as an alternative north-south cycling route, to separate cyclists from the main Bus route in this STC. The streets in the area narrow and come to pinch-points in many locations. We believe a better approach would be a completely separate bicycle route using combination of filtered permeability, quiet street treatment with lower speed limits and segregation where space allows, in line with the original Cork Cycle Network Plan 2017.	Please refer to Section 4.3
NTA-C14-1370	The Lough Rd, Bandon Road - Barack St as a primary cycling route into the city would negate the need for major junctions' treatment at Noonan Rd and Gillabey St. The junction treatment at Noonan Rd to Gillabey st serves a very short section of cycle lanes on Gregg st before they come to an abrupt end on Gilabbey st. The original Cork Cycle Network Plan of 2017 is a strong desire line along Bandon Rd Barrack St which used by many cyclists presently as it is the most direct route for cycling into city centre.	Please refer to Section 4.3
NTA-C14-1370	One way cycle lanes each direction for sections on Bishop St are welcome in this STC. However, the entry to the westbound cycle lane does not appear to have a smooth transition from the road of 20m as recommended in the NCM.	Please refer to Section 4.3
NTA-C14-1370	At Bishop St travelling uphill the bus gate is welcome as it provides good permeability for cycling through to College Rd. Given the steep incline of Bishop St travelling south towards College Road, we recommend a traffic signalling arrangement with separate phases for busses and cyclists so that people cycling can avoid cycling uphill with a bus following closely behind.	Please refer to Section 4.2
NTA-C14-1370	The two-way cycle lane on Crosses green appears below minimum acceptable width, although dimensions are not shown in cross sectional diagram for this map.	Please refer to Section 4.3
NTA-C14-1408	There will never be faster/more frequent buses without bus drivers/ people interested in becoming bus drivers	Please refer to Section 4.1
NTA-C14-1408	Before speaking to your lovely staff, I 100% thought the transport corridors pictured were the new bus routes. The average person would think 'transport corridor' is the correct/posh name for a bus route.	Please refer to Section 4.15
NTA-C14-1408	It is not worth taking away parking spaces and cutting trees to reduce journey time by 5 minutes.	Please refer to Section 4.4

Reference	Statement	NTA Response
NTA-C14-1408	I would be much more supportive of building these corridors for a Cork version of the Luas that people would actually use.	Please refer to Section 4.6
NTA-C14-1425	Object to the permanent bus gate on Clarkes Bridge as there is not congestion outside of peak hours. This will render over 35 resident businesses unviable and cause chaos to the 3 large schools in the area. While attending the open day at Nemo Rangers on 19th April 2023, Con Kehely of the NTA also agreed that this bus gate was unnecessary.	Please refer to Section 4.5
NTA-C14-1425	Suggest that the Clarkes Bridge bus gate be moved over to Hanover Place at the Junction with Washington Street which would achieve the purpose of the bus gate but still allow for local access. We also suggest that these bus gates should be peak hours only and that the bus gate at St Finbarr's Cathedral is only needed for city centre bound traffic at peak hours as there is no congestion for outbound traffic.	Please refer to Section 4.1
NTA-C14-1426	Object to the permanent bus gate on Clarkes Bridge as there is not congestion outside of peak hours. This will render over 35 resident businesses unviable and cause chaos to the 3 large schools in the area. While attending the open day at Nemo Rangers on 19th April 2023, Con Kehely of the NTA also agreed that this bus gate was unnecessary.	Please refer to Section 4.5
NTA-C14-1426	Suggest that the Clarkes Bridge bus gate be moved over to Hanover Place at the Junction with Washington Street which would achieve the purpose of the bus gate but still allow for local access. We also suggest that these bus gates should be peak hours only and that the bus gate at St Finbarr's Cathedral is only needed for city centre bound traffic at peak hours as there is no congestion for outbound traffic.	Please refer to Section 4.1
NTA-C14-1427	Writing to express my objection to the proposed withdrawal of bus route 214. This is a very busy and well used route from CUH to City Centre. I live near Sarsfield Road and use it frequently to go into town. I am a senior citizen, and driving into town for me is not an option.	Please refer to Section 4.1
NTA-C14-1427	You did reply to my email suggesting there would be a loop from Westbury onto Ballyphehane and into town. Would like clarification to what this means.	Please refer to Section 4.1
NTA-C14-1428	Object to the permanent bus gate on Clarke's Bridge and on Bishop Street at the entrance to St Finbarr's Cathedral. Our office and the 35 businesses in the complex may be rendered unviable as a result. These businesses rely on the accessibility of clients to be in a position to call to the office and these bus gates will render the ease of access for our clients to our business relatively inaccessible.	Please refer to Section 4.5
NTA-C14-1428	Suggest that the Clarkes Bridge bus gate be moved over to Hanover Place at the Junction with Washington Street which would achieve the purpose of the bus gate but still allow for local access. We also suggest that these bus gates should be peak hours only and that the bus gate at St Finbarr's Cathedral is only needed for city centre bound traffic at peak hours.	Please refer to Section 4.1
NTA-C14-1429	As an owner of a property at South Bank believes this proposal of a bus gate on Clarke's Bridge with interfere with my business and devalue my property.	Please refer to Section 4.18
NTA-C14-1429	Object to the permanent bus gate on Clarkes Bridge as there is not congestion outside of peak hours. This will render over 35 resident businesses unviable and cause chaos to the 3 large schools in the area.	Please refer to Section 4.5
NTA-C14-1429	Suggest that the Clarkes Bridge bus gate be moved over to Hanover Place at the Junction with Washington Street which would achieve the purpose of the bus gate but still allow for local access. We also suggest that these bus gates should be peak hours only and that the bus gate at St Finbarr's Cathedral is only needed for city centre bound traffic at peak hours as there is no congestion for outbound traffic.	Please refer to Section 4.1
NTA-C14-1430	The success of the South Bank office complex is heavily reliant on vehicular access for both staff and clients. The proximity of St. Finbarr's multi-storey car park is testament to this and to the need to provide for the needs of patients and visitors to the adjacent Mercy Hospital.	Please refer to Section 4.5
NTA-C14-1430	If the proposed plan goes ahead, it means that the combined peak time traffic from the 3 local large schools and from South Bank office complex and all of the surrounding businesses will be concentrated onto Wandesford Quay and its junction with Washington Street and Lancaster Quay. This can only result in traffic chaos and severely inconvenience members of the public.	Please refer to Section 4.2
NTA-C14-1430	Frequently, at times of river flooding, the junction of Sharman Crawford Steet and Wandesford Quay becomes flooded to an extent that vehicular as well as pedestrian access is impossible. On these occasions, Clarkes Bridge and Crosses Green become the only escape routes for both vehicles and pedestrians. The proposed plan if it goes ahead, would close off these routes and thereby trap vehicles	Please refer to Section 4.7
NTA-C14-1430	Suggests the following amendments: that operation of the proposed bus gate at Bishop Street be restricted only to peak hours i.e. 8 -9 am and 5-6pm; cancellation of the proposed outbound bus gate at Gillabbey Street/Gregg Road; repositioning of any bus gate at Clarkes bridge to allow vehicular access to Hanover Street, relieving pressure on Wandesford Quay/Washington Street Junction; Hanover Street should be made fully one-way in the direction of South Main Street.	Please refer to Section 4.6
NTA-C14-1431	The no.9 bus route used to go up Pouladuff Road, the route that is being still proposed. It had to be changed a few years ago because after the traffic lights on Pearse Road, no one would get on the bus for the rest of Pouladuff Road to town. They had to change the route to continue along Pearse Road instead. The route would lose money if the new route were to occur.	Please refer to Section 4.1
NTA-C14-1431	The existing no.14 bus route is very popular. The first bus stop after the lough traffic lights going into the city is usually full of people throughout the day as well as the bus stop at the bottom of the hill before passing the Lough Church. People of all ages use them and people with disabilities as well. How do they get into the city if the route changes.	Please refer to Section 4.1
NTA-C14-1431	Living on Pearse Road between the Lough and Pouladuff traffic lights, the noise pollution and pollution in general of buses going both ways up and down the road is not good for our area and peoples health.	Please refer to Section 4.7
NTA-C14-1431	Residents who have their cars parked outside their houses on the road (rightfully), will make buses trying to drive up and down the road more difficult (currently happening to the 19 bus)	Please refer to Section 4.4
NTA-C14-1431	Has seen the anger regarding the 134 parking spaces proposed to be removed on Pouladuff Road, this will not be accepted by residents.	Please refer to Section 4.4
NTA-C14-1431	Hopes that there will be another round of consultation with regards to the cycle lanes proposed on Pearse Road because it won't be accepted by residents due to safety issues and parking issues.	Please refer to Section 4.3

Reference	Statement	NTA Response
NTA-C14-1431	It came to light at the first public consultation that it was a computer programme that had decided the new route and not people. Not sure if this is accurate but if it is maybe don't make the same mistake again going forward.	Please refer to Section 4.16
NTA-C14-1432	Have a business with a carpark space at the South Bank complex and need a car readily available to me for work. Have a lot of elderly and vulnerable clients who need vehicular access and wheelchair parking spaces. Object to any reduction of vehicular traffic, including the proposed bus gate and a bus route would not compensate for this. Businesses will no longer be able to carry on in South Bank and adjoining areas and will be forced out of the area.	Please refer to Section 4.5
NTA-C14-1432	In over 25 years there has never been traffic jams at Bishop St or Clarke's Bridge except one or two times a year. The proposed bus gate will have the effect of directing all other traffic onto the Western Road causing considerable congestion in that area.	Please refer to Section 4.1
NTA-C14-1433	The committee of Lough Meals on Wheels find the proposed bus stop outside the Lough Community Centre unacceptable as it will impede/obstruct deliveries and collections of up to 70 meals a day, which is already difficult for volunteer drivers.	Please refer to Section 4.8
NTA-C14-1433	Suggest moving the bus stop from outside the Lough Community Centre to further down near Croghtamore Gardens where the road is wider and a safer location.	Please refer to Section 4.6
NTA-C14-1450	The no. 3 bus to Ballyphehane has gotten very bad since BusConnects Cork, we now wait 1 to 1.5hrs for same. I recently waited 1.25hrs on Pearse Road. My daughter waited from 10 to 11:15pm for a bus home-madness not to mind dangerous for a young woman in town late at night. In the 1970s the no. 3 bus ran every 15-20 minutes. Bus Connects isn't working. Car lanes are gone for cyclists that would mow you down and the bus can hardly turn down the lower Tory Top Road.	Please refer to Section 4.1
NTA-C14-1450	We need an all-day bus to upper Connelly Road/Friar Walk and a regular no. 3 bus.	Please refer to Section 4.1
NTA-C14-1450	Tory Top Hill is not regularly used by cyclists. Within the city buses and cars are touching each other passing by. Cork is not like other European cities, it's a very old city and cannot be treated like cities such as in Holland.	Please refer to Section 4.1
NTA-C14-1512	We would broadly concur with NTA-C14-1425 alternative proposals, particularly re moving the Clarke's Bridge bus gate to Hanover Place / Washington St junction. The proposed bus gate at Bishop's St / St Finbarr's could be very problematic given the lack of alternative routes into and out the city.	Please refer to Section 4.1
NTA-C14-1513	Disappointment that this densely populated and growing area between Sarsfield Road and Togher Road does not feature in your plans. There are thousands of people living in thousands of units relying on one dismal bus service (214) for which there are buses scheduled approximately every twenty minutes but, in reality, a large percentage (50% in my experience) do not materialise at all.	Please refer to Section 4.1
NTA-C14-1513	There are no bike lanes to speak of, bar the recently installed and poorly designed short cycle lane/footpath in Togher where pedestrians and cyclists share a lane along a stretch which includes multiple entries to a car park for the church and schools.	Please refer to Section 4.3
NTA-C14-1513	Cars driving up Spur Hill away from Togher do not have appropriate speed limit signage or ramps to encourage them to slow down. Crossing the road is treacherous and, unless a person walks all the way back to the Togher cross, there is no way to safely cross the road.	Please refer to Section 4.9
NTA-C14-1513	The pedestrian crossings design at the Sarsfield roundabout requires a person to cross four roads at four sets of traffic lights including the need to traverse the old internal roundabout section. In the Togher area cycling is not safe with poor or no infrastructure and the infrastructure and safety of walking is equally problematic.	Please refer to Section 4.11
NTA-C14-1513	Building continues on Sarsfield Road, the cost of running a car goes up and the traffic gets worse. As a family with one car, we are left with little choice. We cannot rely on the bus service at all and can only use it for optional excursions where time is not important.	Please refer to Section 4.1
NTA-C14-1514	We would broadly concur with NTA-C14-1425 alternative proposals, particularly re moving the Clarke's Bridge bus gate to Hanover Place / Washington St junction. The proposed bus gate at Bishop's St / St Finbarr's could be very problematic given the lack of alternative routes into and out the city.	Please refer to Section 4.1
NTA-C14-1514	The net effect of effectively stopping all car traffic access from Gilabbey St - Sharman Crawford Street and closing off traffic along Crosses Green Street (adjoining the river/meitheal mara) accessing Probys quay, shall be to divert all traffic onto Wandesford Quay to access the Western Road where there will be huge congestion issues.	Please refer to Section 4.2
NTA-C14-1515	The committee of Lough Meals on Wheels find the proposed bus stop outside the Lough Community Centre unacceptable as it will impede/obstruct deliveries and collections of up to 70 meals a day, which is already difficult for volunteer drivers.	Please refer to Section 4.8
NTA-C14-1515	Suggest moving the bus stop from outside the Lough Community Centre to 100m further down near Croghtamore Gardens where the road is wider and a safer location.	Please refer to Section 4.6

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.	<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-C14-854	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.	<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 STCs. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>
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.	<p>The impact on public parking and loading, particularly within village centre areas, has been reviewed and the updated design proposes to minimise and/or mitigate the impact on local residents, business owners and community members. The design has sought to minimise the impact on lost parking spaces as much as possible and identified opportunities to provide replacement parking.</p> <p>Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision. A detailed parking and loading survey will be undertaken to support the next stage of design.</p>
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

Reference	Statement	NTA Response
		direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places
NTA-C14-986	Combined changes in phase 1 will water down the overall plan so that the stated bus frequency/reliability goals aren't achievable	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors. One of the benefits of BusConnects is the enhancement of capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements, which is still achieved by the updated plans. NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements of the bus services and routes.
NTA-C14-141	I'm in favour of Cork being more focused on public transport on cycling and less car-focused as it's crucial to our community reducing our impact on the climate.	The NTA welcomes this positive feedback and support of specific changes made to the scheme in response to submissions from the public. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all.
NTA-C14-986	Construction isn't due until 2028-2030 - This is incredibly important and overdue infrastructure so I'm worried it'll be 7 years for a project that won't actually deliver substantive change. Especially if there is a 3rd round of consultation reducing the scope of the project further.	The statutory process is required and is expected to take place between 2023 - 2026 which shall optimise the engineering design, prepare environmental impact assessment (EIA) report and define the property requirements and prepare CPOs. This is then followed by submission of applications to An Bord Pleanala to approve the Proposed Scheme and to confirm the associated CPOs, expected to take place between 2024-2025. An Bord Pleanala may approve the proposed scheme with or without modifications and subject to whatever environmental conditions it considers appropriate, or refuse to approve the proposed scheme; and confirm the CPO or any part thereof with or without conditions or modifications. Only after approval can construction commence on a phased basis with each corridor upgrade taking up to 2 years to complete, giving the 2028-2030 dates.
NTA-C14-986	Without a step change in the enforcement of existing traffic and parking laws, the plan will be nothing more than an expensive paint on the road that is regularly ignored. Can you advise if any changes to enforcement are planned - ANPR monitoring of bus lanes, bus gates, yellow box junctions, red light cameras, additional parking wardens or a portal for the public to upload parking infringements?	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-986	Despite being generally supportive of the Bus Connects project, I am not clear about the rationale behind 'Sustainable Transport Corridors' that combine bus lanes and cycle paths along the same route.	BusConnects is a key part of the Government's policies to improve public transport and to address climate change in Ireland's major urban centres. BusConnects includes 9 initiatives including the building of new bus corridors and cycle lanes. The objectives for BusConnects includes the support for the delivery of an efficient, low carbon and climate resilient public transport service, and to enhance the potential for cycling by providing safe infrastructure for cycling. More information on the BusConnects Cork can be found at the following NTA website - https://busconnects.ie/cities/cork/ . Details of the current route proposals will be displayed and available at the forthcoming Public Consultation events being held in November 2023.
NTA-C14-986	Would it not make more sense to have increased bus frequency along the main STC arteries as planned but make more of an effort to tie new cycle infrastructure into planned greenways and quieter residential streets?	The NTA will continue to engage with Cork City Council concerning opportunities to integrate and connect new cycleway infrastructure to other areas, including greenways, and future planned schemes. Similarly, we will continue to engage Bus Eireann and to inform them of the views received from the public in relation to requested bus improvements.
NTA-C14-997	I strongly support Bus Connects Cork and wish to see it implemented in full.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-997	It is disappointing to see how the scheme has been so diluted and I question if the scheme as currently designed is ambitious enough to truly deliver the change needed to de-prioritise private cars in favour of public transport and active travel.	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors. Public transport and active travel are still prioritised throughout the BusConnect corridors.
NTA-C14-998	I support the proposals made for bus corridors, in particular along Douglas Road. Cork needs to become a more public transport friendly city for its people and for the environment and reducing carbon emissions.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1000	As someone who will benefit from these plans for years to come, I strongly welcome any measures proposed to reduce congestion and make it safer to walk, cycle and get the bus around Cork. The vast majority of the plans are well thought out.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and

Reference	Statement	NTA Response
		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. Cars choke cities, and a better, more reliable, and sustainable public transport system is desperately needed for the country to meet its climate goals. I urge you to implement this plan, enforce it, and build upon it once it is in place.</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. 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	<p>Cork Cycling Campaign welcomes the provision of dedicated segregated cycle lanes as part of the H STC. This will provide a vital active travel to many major trip generators including business parks, industrial and commercial zones, sports arenas and clubs and surrounding residential areas. It will form properly segregated and protected cycle network which will provide a safe and viable alternative to the car for short journeys, reduce the over-reliance on private vehicles in Cork, and help Cork meet our climate action and cycle mode share targets.</p> <p>Overall the Cork Cycling Campaign commends and supports the H STC route for cycling as it provides a high quality and safer environment for cycling. We would like to make the following observations and suggest improvements on certain design aspects and route choices, that we believe would make for a more coherent, better quality and more attractive route for cyclists.</p>	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the 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	<p>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.</p> <p>Regarding the bus gates I'm not actually completely against them considering our narrow streets but I want to flag this very important point bus CCTV can only read the number plate of one car around the bus due to camera quality limitations, if you want bus connects to work you need the bus gates entrance & exits to have cameras that will automatically fine if a car enters the place at the wrong time with plenty of signage.</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.
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.	<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>
NTA-C14-1452	Extensive suggestions to cycling infrastructure provided in the hard copy PDF	<p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p> <p>Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p>
NTA-C14-1453	Concern about the removal of parking spots enabling the family to visit. Unclear area	<p>It is noted that as a principle, where driveways currently exist, every effort will be made to ensure that the ability to access and park in these driveways will be retained with the implementation of this corridor. A review of on street parking on public roads has been undertaken throughout the stages of the design, and where possible, parking spaces have been retained. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region, which remains priority.</p> <p>A detailed parking and loading survey will be undertaken to support the next stage of design.</p>

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.	<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>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.</p> <p>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.</p>
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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