



Airport Road to City Sustainable Transport Corridor

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



Riailtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

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

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1 Executive summary

1.1 Objective of the Scheme

The aim of the BusConnects programme is to transform Cork's bus system, with the Sustainable Transport Corridor project providing dedicated bus lanes / bus priority and cycling facilities on the busiest bus corridors in and out of the city centre. The proposed sustainable transport corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork fourfold by 2040 and expand the numbers cycling and walking by 33%.

This report focuses on Sustainable Transport Corridor H (STC H) which runs from Airport Road to the City Centre.

1.2 Purpose of the Non-statutory Public Consultation

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

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

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

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

1.3 Public Consultation Process for BusConnects Cork

1.3.1 First round of Public Consultation

The first round of public consultation on the BusConnects Sustainable Transport Corridor Project ran from 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 Road to City;**
- I. Maryborough Hill to City;
- J. Mahon to City; and
- K. Kinsale Road to Douglas.

Each of the Preferred Route Options can be seen below in Figure 1.1 with the Airport Road to City route designated as Sustainable Transport Corridor H.

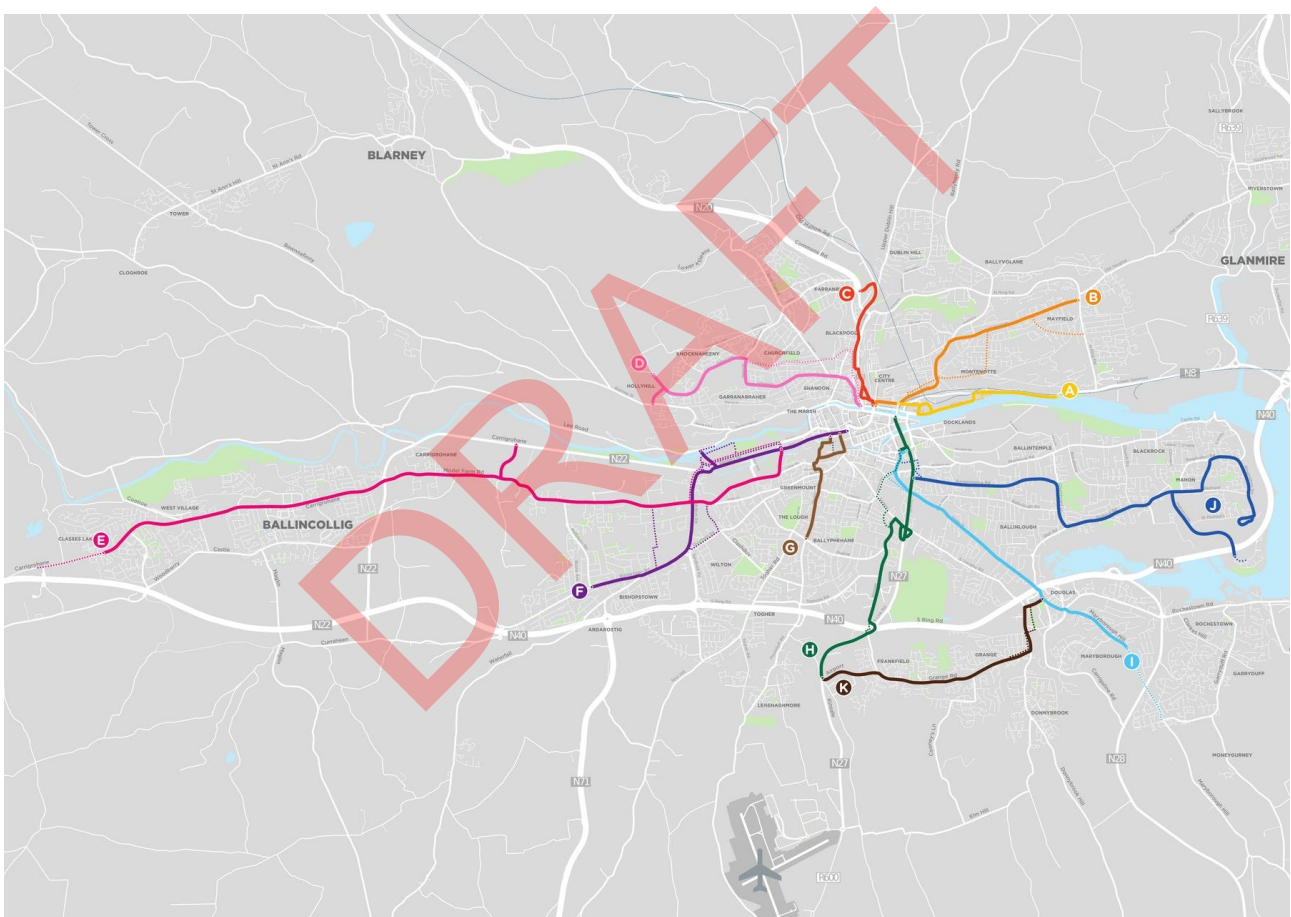


Figure 1.1. Preferred Route Options

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 141 submissions received relating to the Airport Road to City Centre Sustainable Transport Corridor (STC H). These submissions ranged from individual submissions by residents, and commuters, to detailed proposals from 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. Loss of Parking;
2. Traffic Disruption due to Traffic Diversions / Increased Traffic;
3. Alternative Solutions;
4. Design;
5. Supportive of Scheme;
6. Bus Network / Infrastructure;
7. Environmental Impacts;
8. Vulnerable Road User Safety;
9. Interaction with Future Developments;
10. Proposed Land Acquisition;
11. Access to Property;
12. Business and Retail Impact;
13. Miscellaneous Issues; and
14. Flooding.

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

2 Introduction

Consultation on the Airport Road to City Centre 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 event 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>.

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3 Submissions Received

Overall, there were 141 submissions received relating to the Airport Road to City Centre Sustainable Transport Corridor (STC H).

These submissions ranged from individual submissions by residents, and commuters, to detailed proposals from various associations and private sector businesses.

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4 Issues Raised in the Submissions

All 141 submissions received by the NTA were reviewed and the issues raised were categorised, summarised, and analysed. The main issues identified during this review process are outlined below.

Table 1 Frequency of Issues Raised through the Submissions Received

Main Topic	Quantity of Submissions
Loss of Parking	67
Traffic Disruption due to Traffic Diversions/Increased Traffic	34
Alternative Solutions	20
Design	16
Supportive of Scheme	9
Bus Network/Infrastructure	8
Environmental Impacts	7
Vulnerable Road User Safety	5
Interaction with Future Developments	3
Proposed Land Acquisition	2
Access to Property	2
Business and Retail Impact	2
Miscellaneous Issues	2
Flooding	1

Appendix A provides more detail on the topics raised in the submissions. Appendix B provides listings and responses to submissions that related to multiple STCs.

Issue 1: Loss of Parking

Comments were raised regarding the removal of on street-parking spaces to both residents and businesses, mainly along O'Connell Avenue, Kinsale Road, Summerhill South, Curragh Road and Evergreen Road, affecting the surrounding streets.

A few remarks were raised that the removal of on-street parking would have negative implications for those with accessibility issues who rely on these parking spaces to access business and retail on the aforementioned areas.

It was also noted that the reduction in public and private parking in the area, with the lack of an alternative, might discourage people from visiting these areas which could have an impact on local businesses.

Furthermore, some submissions questioned the existence of a comprehensive impact assessment on the removal of on-street parking spaces.

NTA response to Issue 1

The impact on public parking and loading, particularly within village centre areas, has been reviewed and the PRO proposes to minimise and/or mitigate the impact on local business owners and community members. Parking surveys will be carried out during the next design stage. The proposals are intended to bring around a modal shift to public transport and active travel which will reduce the requirement for users to travel by car and thus reduce the need for parking at key destinations along the corridor.

The removal of some on-street parking spaces will be required to facilitate the construction of the scheme, safe movement of buses and cyclists. The design team sought to minimise this impact as much as possible and identified opportunities to provide replacement parking.

In order to facilitate safe infrastructure for cyclists along Evergreen Road, it is necessary to remove a number of on-street parking spaces. However, in response to submissions received during the public consultation, existing car parking numbers in the area will be maintained through the retention of some on-street parking along the northern side of the road, as well as the provision of a new off-street parking in the area to the rear of number 27 and 28 Evergreen Road. These measures are intended to offset any potential reduction in parking spaces along Evergreen Road.

In relation to comments made on the parking current available on O'Connell Avenue, it is noted that the Sustainable Transport Corridor will have no impact on the existing parking arrangements along the avenue.

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. The interaction of cycle facilities with car parking has been carefully considered in the PRO to ensure the safety of all users with cycle tracks routed around the back of parking bays, which improves the ease of parking.

The potential impacts of the proposed scheme will be assessed as part of the EIA process which 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 its assessment of the scheme.

Issue 2: Traffic Disruption due to Traffic Diversions/Increased Traffic

Comments were raised regarding the proposed filtered permeability measures along O'Connell Avenue. The primary observation received is the potential impact on traffic flow in the adjacent roads, as well as the effect on the residents and business in the area. Specifically, there are observations about increased traffic on Derrynane Road, Doyle Road, Friars Road and Father

Matthew Road. Additionally, there are remarks about the accessibility of emergency and service vehicles to Friars Road and O'Connell Avenue.

The proposed bus lane on Kinsale Road has generated comments, with some residents stating that the infrastructure of the area is not suitable for the project. They highlighted the regular occurrence of events such as stadium matches and funerals in the area, which could exacerbate the traffic congestion. One submission particularly emphasised the restricted access to Slieve Mish Park.

Comments were raised about increased traffic congestion on Airport Road, Frankfield Road, and Forge Hill due to new future developments in the area around Kinsale Roundabout.

Submissions also pointed out that the removal of parking spaces on Evergreen Road would negatively affect congestion in the surrounding areas.

Additionally, some individuals commented about the relocation of the bus stop at the junction of Curragh Road, Kinsale Road, Pearse Road, and Green Lawn. The main comment revolves around potential disruptions to traffic flow caused by buses stopping at this location.

It was also argued that the proposed bus gate during morning peak times at Kinsale Road would result in increased traffic congestion on the South Link Road.

Furthermore, some submissions questioned the existence of a comprehensive traffic impact assessment along the entire route.

NTA Response to Issue 2:

The BusConnects proposals seek to make it easier for people in the area to choose walking, cycling and 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.

The precise impacts of the scheme on the surrounding road network, will be further assessed as part of the traffic modelling exercise to be undertaken as part of the Environmental Impact Assessment (EIA) process, with appropriate treatment and or mitigation measures provided where necessary.

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. Potential changes on traffic flows on other roads, i.e., South Link Road are subject to detailed traffic modelling assessments.

In relation to O'Connell Avenue appropriate measure will be provided to ensure that accessibility for emergency vehicles can be maintained. The selection of options will be finalised during the upcoming design stages.

NTA acknowledges that some of the proposed measures will result in restrictions on the movement of private vehicles. However, alternative routes will remain available to all destinations. These proposals will be subject to more detailed traffic assessments as the design progress.

Issue 3: Alternative Solutions

The following observations were received in relation to Alternative Solution.

- Suggestion that a connection to the airport via city centre starting at the train station should be a centre point of this new plan was made.
- Another suggestion was in relation to the scheme not being able to provide dedicated bus lanes along a section of Curragh Road, which would not be ideal from an efficiency point of view and suggested deterring external peripheral traffic from using the route while still catering for local residential traffic.
- Further submission suggested to incorporate new parking spaces along Curragh Road in the vicinity of Turners Cross Soccer Pitch by narrowing existing general traffic lanes.
- Suggestion to the removal of the existing ESB pole at O'Connell Avenue/Curragh Road Junction (and replace it by underground cabling) or its relocation to improve the visibility at the junction.
- Inclusion of a dedicated cycle lane from South Douglas Road to Evergreen Road and to Curragh Road to ensure a safer route for residents along South Douglas Road were made.
- A few submissions proposed the alternative of reducing the speed along Evergreen Road by the introduction of traffic calming measures to create a shared street configuration for cyclists and vehicles without the need of removing parking.
- A suggestion included narrowing of cycle lanes on the opposite side of the school along Evergreen Road using the space where steps are currently located.
- Some submissions queried the reason why the proposed corridor runs along Kinsale Road instead of through the N27 South Link Road stating this last one is a better solution.
- A few submissions suggested the alternative to relocate Mc Donald's within the available land at Creamfields Site to avoid the existing traffic disruption that generates in the area and to free space to allow the continuity of the dedicated bus lanes along this section of Kinsale Road.
- Some submissions suggested the extension of the sustainable transport corridor to the Airport and to the Airport Business Park.
- The extension of the corridor along South Douglas Road to promote active transportation to Douglas Village was suggested. Same submission proposed the inclusion of a zebra crossing and road narrowing at the Junction between South City Link Slip Road and South Douglas Road.
- A few submissions suggested the extension of the two-way cycle track from Kinsale Road to Tramore Valley Park along Mick Barry Road.
- A couple of submissions proposed the expansion of the Black Ash Park and Ride facility to promote the reduction of the existing motor traffic levels as part of the plan. One in particular, also proposed to upgrade the bus garage capacity at this location to free space from the Capwell Bus Depot for redevelopment as mixed residential parking / urban park for the residents of Evergreen Road who will be impacted significantly by the bus lane.

NTA response to Issue 3

Detailed surveys and assessments will be undertaken to inform the design development, assess the impacts of the scheme and address existing problems in the area. Where appropriate, measures will be provided to mitigate any impacts and resolve any existing issues.

Following a review of the public consultation submissions, the scheme will be reviewed to see if alternative solutions could be adopted along the route that would address the issues raised and still meet the objectives of the scheme. This includes consideration of options suggested by the public during the consultation.

Regarding the extension of the sustainable transport corridor to the Airport and to the Airport Business Park, it is noted that STC H aligns with the existing road arrangements and cycling facilities. Consultations are currently underway with Cork City County on the N27 Kinsale Road (Airport Hill) Improvement Scheme, which includes upgrade to pedestrian and cycling facilities, new footpath construction and provision of segregated cycleway from the Ballycurreen Junction to the Airport Roundabout. Further details about this scheme can be accessed here: <https://www.corkcity.ie/en/council-services/services/roads-and-traffic-management/sustainable-transport-schemes/projects-in-planning-design-phase/airport-road-n27-improvement-scheme.html>.

In relation to the suggested connection between the train station and the airport, as the project progresses, and the design develops facilitation of micro mobility will be considered.

The bus lane disruption on Kinsale Road will be assessed using a signal-controlled priority system to ensure uninterrupted flow for buses, enhancing overall transportation efficiency in the area.

It is important to note that the suggestions regarding cycling lanes and footpaths on South Douglas Road and Mick Barry Road and submissions related to the N27 Road fall outside the scope of the Sustainable Transport Corridors and are not directly addressed in this consultation. The focus of this consultation is primarily on the infrastructure proposed for the Sustainable Transport Corridors.

Issue 4: Design

The following observations were received from different submissions in relation to the current proposed design:

- Proposed changes for a dedicated bus lane might require bridge adjustments and land acquisition along South Link Road, with potential implications.
- Concerns arise over the design of cycle and bus lanes at South Douglas Bridge, including alignment with standards and potential conflicts.
- Enhancements at Evergreen Road/Friars Road Junction could involve extending the cycle lane to align with Friars Road.
- Consideration is needed for the cyclist detour through O'Connell Avenue, given the main cycle flow from Summerhill to Douglas.
- Widening the two-way cycle track on Kinsale Road may improve cyclist movement, particularly downhill.
- Suggesting a consistent surface colour for cycle lanes at side road junctions along the two-way cycle track.
- Enhancing Bull McCabe junction could facilitate safer pedestrian and cyclist crossings.
- Exploring full separation of pedestrian and cyclist crossings at the Kinsale Roundabout.

- Recommendation to upgrade the entry/exit point of the Togher Greenway at Kinsale Road for improved accessibility.
- Considering cycle lane features on Kinsale Road to aid cyclist turns and crossings.
- Roundabouts or filter lanes could be considered at the Mick Barry and Tramore Road junctions on Kinsale Road due to potential developments.
- Assessing a short two-way cycle track along Evergreen Road and its impact, considering parking, and cycling preferences.
- Narrow lanes at the Curragh Road/Kinsale Road/Pearse Road/Green Lawn junction may need solutions for turning heavy vehicles and to avoid traffic disruptions.
- Evaluating the suitability of Evergreen Rd/Curragh Rd Junction for buses, including potential traffic flow optimizations.

NTA response to Issue 4

Detailed surveys and assessments will be undertaken to inform the design development, assess the impacts of the scheme and address existing problematic in the area. Where appropriate, measures will be provided to mitigate any impacts and resolve any existing issues.

In relation to the entry and exit point of the Togher Greenway upgrade, potential improvements would be part of any future Togher Greenway Improvement Scheme.

Regarding the bridges along N27 South Link Road, modifications were incorporated into the design to accommodate the proposed bus lane within the footprint of the existing road space.

Improvements have been implemented in the design of the Kinsale Road/Tramore Road junction to incorporate filtered lanes and facilitate smoother traffic flow.

The final designs will be assessed against relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.

Issue 5: Supportive of Scheme

Numerous submissions have been received with regards to the proposed scheme, and many of them have expressed a general support for the initiative. Some of the specific items supported include:

- The use of filtered permeability was praised as a key feature that would improve cycling conditions. This would allow cyclists to easily access O'Connell Avenue while limiting the use of cars, thereby decreasing the risk of accidents and making the area more cycle-friendly;
- The removal of some parking spaces from Evergreen Road was supported, as it makes cycling dangerous with cars parked and not enough room to cycle safely or overtake due to the amount of constant oncoming traffic;
- The two-way cycle lane on Evergreen Road received a couple of comments of support, as it would be a valuable addition to the network of cycle lanes;
- The improvements at Infirmary Road/Anglesea St Junction and Tramore Road/Kinsale Road Junction are being supported over the existing configuration;
- The addition of 2.0m wide protected cycle lanes on Summerhill South, as best practice;
- There is also support for the general BusConnects Sustainable Transport Corridor H Project and its potential to improve accessibility to the city.

NTA response to Issue 5:

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

Issue 6: Bus Network / Infrastructure

In general, observations were raised in relation to bus stops and bus network.

- One observation received was with regard to the proposed bus stop in the vicinity of the Morningside building area on Summerhill South. The submission stated that the proximity of the proposed bus stop to a busy traffic light could potentially lead to traffic congestion and backups.
- Submissions were also received in relation to the inclusion of additional bus stops along the proposed corridor on South Link Road.
- A question was raised regarding the presence of a bus stop at Cemetery Cross and pointed out that the routes for Togher and Kinsale Road appear to differ.
- Emphasis was made for the need for waiting shelters along the route for passengers.
- Comments were made on the quality of the current operating bus company.
- A question regarding the time cycle of the route 206 bus on Curragh Road was also made.
- A business owner conducted an analysis of their employees' demographic and indicated that a significant portion of their workforce might not be able to use the new proposed corridor.
- A submission was received in relation to the access of bus stops on Evergreen Road at Turner's Cross Church.

NTA response to Issue 6

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 route by reducing the journey time of the bus service, increasing the walking catchment of the bus stops and ensuring that key trip attractors located along the route are sufficiently covered within the catchment of the bus route. This review was undertaken based on several best practice guidance principles including consistent spacing of bus stops, locating stops near junctions and pedestrian crossings, and spatial requirements for bus shelters and other stop infrastructure.

In relation to comments made on the bus network, 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-bus-network/>. The New Bus Network is a separate project to this scheme.

Furthermore, 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.

Issue 7: Environmental Impacts

Submissions commenting on the loss of trees and emphasized the importance of replanting efforts and maintaining greenery along the entire route. There was a comment specifically pointing that the removal of green space around Kinsale Road/Pearse Road Junction will have an unsatisfactory impact on the environment and aesthetics of the area.

Additionally, submissions raised comments about the effects of noise and air pollution. The lack of an environmental impact study was also commented on.

A submission was received that specifically highlighted the negative impact on one of the few remaining wildlife habitats in the area where the off-street parking is proposed at Evergreen Road. The resident noted that replacing a site of wild trees, hedge grows, and grassland with a car park will have an environmental impact. Another point of observation from the submissions is the visual and cultural impact on the historical site and cultural heritage of the Turner's Cross area.

NTA Response to Issue 7:

The potential impacts of the proposed scheme will be fully quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.

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

As the design progresses, proposals will be reviewed against detailed arboricultural survey information. Further work will be undertaken to investigate possible alternative layouts and alignments that minimise impacts on trees. Arboricultural information will be considered to ensure that impacts on 'high quality' trees are reduced. Locations identified in the public consultation, such as around Kinsale Road/Pearse Road Junction will be given further consideration as part of this process.

There will still be a requirement to remove some trees and a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.

Furthermore, 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 seek to make it easier for people to choose walking, cycling, and public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated the project will reduce pollution and ease congestion.

Issue 8: Vulnerable Road User Safety

Submissions about vulnerable road users were raised through the Public Consultation Process, in particular cyclists and pedestrians. It was also highlighted that there is the potential risk of pedestrians using existing cycle lanes along Curragh Rd/Pearse Rd Junction on a daily basis, as the current footpath is inadequate.

It was also noted in submissions that there are dangers posed on vulnerable road users such as pedestrians and cyclists by vehicles parking on footpaths along Curragh Road, especially during

events such as matches at Turners Cross Stadium. It was emphasized that the existing traffic bollards must be maintained to address this issue effectively.

Some submissions highlighted safety concerns regarding the proposed location of the toucan crossing at the junction between O'Connell Avenue and Curragh Road, particularly due to a blind bend at the end of Curragh Road.

A submission suggested that the addition of footpaths would enhance safety and accessibility, particularly for residents on the Tramore Valley Park side of the road. The lack of footpaths in certain sections of South Douglas Road was also highlighted as a safety issue by a resident.

NTA Response to Issue 8:

The measures below will be implemented for all proposed routes in the delivery of the Sustainable Transport Corridor.

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

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

The final designs will be assessed against relevant design standards, and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.

With regard to parking in footpaths/cycle tracks, in order to ensure compliance with the scheme proposed, the NTA intends to implement supportive measures. Continual improvements will be assessed in order to ensure that the scheme's services are improved.

With regards to footpaths on South Douglas Road this is currently outside the scope of Sustainable Transport Corridor H.

Issue 9: Interaction with Future Developments

A submission outlined the proposal of an apartment development situated at Kinsale Road and raised comments regarding the adverse effects that this construction will have on the bus corridor project.

Another submission noted that the corridor from Kinsale Road Roundabout through to Turners Cross has been created in isolation from the 5 plus other proposed developments in the area e.g., Residential development at Creamfields Site and Casa Mia Site, mixed retail and housing development at Cortex Vita Site, Training and Office Complex at Pearse Road adjacent to Musgrave Park, Reopening of petrol station and expansion of retail at MSL Site.

NTA response to Issue 9

In relation to future developments which planning have been approved such as the 706 no. apartments, childcare facility and associated site works at Former CMP Dairy Site and Creamfields (Tramore Road and Kinsale Road) and the 39no. residential units at Casa Mia Site: the proposed developments supports the strategic goal of the Cork Metropolitan Area Spatial Plan (Goal 1: Sustainable Place Framework, Excellent Connectivity and Sustainable Mobility, High Quality Environment and Quality of Life) which contemplates limited car parking within their premises and leaning towards the use of sustainable modes of transport.

Regarding Cortex Vita Site there is no live application for any development at this location.

In regard to the New Training and Office Complex at the Pearse Road further information has been requested as part of the planning process.

Nonetheless, the precise impacts of the scheme on the surrounding road network will be further assessed as part of the traffic modelling exercise to be undertaken as part of the Environmental Impact Assessment (EIA) process, with appropriate treatment and or mitigation measures provided where necessary.

Issue 10: Proposed Land Acquisition

As a result of land acquisition, some submissions commented on the potential loss of gardens, driveways, and the possibility of purchasing additional land on their property. This type of comment was made by residents along Curragh Road regarding land acquisition. Additionally, a business owner, nearby the Kinsale Roundabout have raised comments about the proposed land acquisition on their sites.

NTA Response to Issue 10:

Some land acquisition will be required to facilitate the construction of this scheme but is only proposed where it is considered necessary to achieve the scheme objectives. This requirement for land acquisition will continue to be reviewed as the scheme progresses.

The extent and the necessity of land acquisition required at several locations, including Curragh Road and the businesses at Kinsale Roundabout, has been verified against detailed topographical information. Further investigation of alignment and cross section will be made to the scheme as part of the design development as necessary.

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

Where potential land acquisition is envisaged, the NTA will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed scheme. Should CPO be required, this process will fairly assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls. Acquiring land from properties is seen as a last resort and will only be considered where alternatives are deemed not feasible.

Issue 11: Access to Property

A comment was raised regarding the potential difficulties and dangers associated with accessing and exiting properties. It was specifically pointed out that issues such as informal parking on footpaths along Curragh Road, which impede ability to safely navigate in the area.

A business park along Kinsale Road questioned the negative impact that would arise from removing the existing right turn lane to their facilities and entry/exit of plants from the Airport. This comment comes from the fact that employees rely on this lane for daily access to the site. The same submission also commented on the unclear access arrangements for making a right turn from the plant to Kinsale Road. Both employees and articulated vehicles utilise this access route towards the city centre, and the potential impact on their ability to navigate efficiently is the main observation.

NTA Response to Issue 11:

The impact on property boundaries has been assessed further in terms of how it may affect access arrangements to properties. Where existing driveways are impacted these will be minimised by the adoption of appropriate solution to maintain accessibility to properties at all times.

Regarding the access to business parks, the NTA places emphasis on conducting a comprehensive traffic modelling exercise to accurately assess the traffic impact of Sustainable Transport Corridor Cork project.

Issue 12: Business and Retail Impact

A local business owner has made comments regarding the proposed bus gate at Kinsale Road Junction. Their primary observation is that the resulting reduction in road flow will have a negative impact on the influx of customers entering their establishment.

Comments were also raised on the potential consequences of removing the two entrances to the Kinsale Road Commercial Centre & South Ring Business Park and a potential land acquisition and the subsequent effect it could have on their business.

NTA response to Issue 12

In relation to the bus gate on Kinsale Road at the roundabout, the hours of operation of the inbound bus gate are proposed to be AM peak period only which will facilitate better access to businesses on the Kinsale Road from the Kinsale Road Roundabout during its busiest periods.

It is considered that these proposed changes and revised proposals will have limited impact on local businesses.

Issue 13: Miscellaneous Issues

A submission pointed out the importance of electric car charging points along Curragh Road.

NTA response to Issue 13

With regards to the inclusion of electric car charging points along Curragh Road this is outside the scope of the project.

Issue 14: Flooding

A submission raised comments in relation to recurring flooding along Curragh Road at the section between Green Lawn and Mercier Park, stating that the existing drains overflow to such an extent that flooding makes the house inaccessible.

NTA response to Issue 14

A detailed survey and assessment will be conducted, and mitigation measures will be taken as the design progresses.

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A. Responses to Submissions on STC H

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Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-10	Alternative Solutions	A connection to the airport via city centre starting at train station should be a centre point of this new plan.	Please refer to NTA's response to Issue 3 in this report.	All Route
NTA-C14-10	Bus Network / Infrastructure	Please have a stand along Cork Bus Company Manage the City routes, current operating company is at best extremely poor organisation.	Noted.	All Route
NTA-C14-13	Alternative Solutions	STC H & K should be extended to Cork airport. Airport bus hub was previously planned and it will be a step ahead for this. Regular and frequent bus connectivity to airport will make more people to opt for bus service either for travel to airport or working in business park. The amount of cars coming to airport can be reduced.	Please refer to NTA's response to Issue 3 in this report.	Kinsale Roundabout to Airport
NTA-C14-13	Bus Network / Infrastructure	Money needed to build new traffic arrangements at Ballycureen and Bull McCabes can be saved and used for building waiting shelters for passengers.	Noted.	All Route

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-50	Vulnerable Road User Safety	<p>This submission pertains to Map 9 of Route H, specifically where South Douglas Road intersects with the South City Link Road. To maximize the benefit of the Bus Connects routes, it's essential to ensure the roads connecting to these routes are adequate. Currently, there are two short sections of South Douglas Road, 180m and 250m from Route H, that lack footpaths. This is a significant concern as the road is busy with fast-moving cars and the nearby estates lack pedestrian crossings.</p> <p>**First Section**</p> <p>The first section without a footpath is between Palaceanne Lawn estate and the Cross Douglas Road bus stop (Stop ID: 240861), extending to a busy shopping area. This stretch of road houses six residences, five of which lack parking and rely on walking, cycling, and public transport. These residents often struggle to cross the road, and some even risk walking along the road due to the lack of footpath. The exit from Palaceanne Lawn estate is particularly dangerous for slower-moving cyclists and pedestrians.</p> <p>**Second Section**</p> <p>The second section without a footpath is between Kilcolman Lawn and Half Moon Lane. The five houses here also lack footpath access, forcing residents to cross the road twice to reach the bus stop or Tramore Valley Park. This situation often leads to dangerous interactions between pedestrians and speeding traffic.</p> <p>**Third Section**</p> <p>The third section is at the junction into Greenhills estate from South Douglas Road. Here, pedestrians are forced onto the road to navigate around walls on either side of a house entrance.</p>	Please refer to NTA's response to Issue 8 in this report	South Douglas Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>**Fourth Section** The fourth section is between Douglas Community School towards town, which has a cycle lane but no footpath.</p> <p>**Summary** Adding footpaths to these four sections would significantly improve pedestrian safety and accessibility. Residents living on the Tramore Valley Park side of the road could reach Douglas Village without crossing the road. For those living between two stretches of road without footpaths, they could safely reach their destinations without needing a car.</p> <p>The current situation often leads to residents using their cars for short journeys, as crossing a road with fast-moving traffic and no pedestrian crossings is too dangerous and time-consuming, especially for older residents. It also restricts children's independence, as the road is too dangerous for them to visit the shop, bus, or park alone.</p> <p>In conclusion, this proposal aims to ensure the entirety of South Douglas Road has footpaths, particularly the first two stretches within 250 meters of Route H, to maximize the usage of this route.</p>		
<p>NTA-C14-50</p>	<p>Alternative Solutions</p>	<p>**South Douglas Road Cycle Lane** Consider implementing cycling lanes along South Douglas Road to ensure cyclist safety and promote active transportation from Douglas Village to Route H. Also, footpaths on both sides of South Douglas Road would enhance safety and encourage active transportation from Douglas Village, along South Douglas Road, to the South City Link Road intersection.</p>	<p>Please refer to NTA's response to Issue 3 in this report.</p>	<p>South Douglas Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-50	Alternative Solutions	<p>**Turners Cross Junction**</p> <p>At the junction where Curragh Road meets South Douglas Road/Evergreen Street (Map 8), a significant number of cyclists travel between Curragh Road and South Douglas Road. A dedicated cycle lane from South Douglas Road to Evergreen Street and from this junction to Curragh Road would ensure safer routes for cyclists, scooter users, and those in mobility scooters residing along South Douglas Road. This would also benefit local businesses in Turners Cross, as active mobility users are more likely to patronize small businesses.</p>	Please refer to NTA's response to Issue 3 in this report.	Curragh Rd/Evergreen Junction
NTA-C14-50	Alternative Solutions	<p>**More Footpaths & Cycle Lanes Near Bus Connect Routes**</p> <p>To encourage more people to use the Bus Connect routes, consider adding a footpath and dedicated cycle lane in both directions into Tramore Valley Park from Kinsale Road (via Mick Barry Road), crossing over the South City Link Road. This would provide safer and more equitable access to this amenity for residents along Kinsale Road. Moreover, it would allow residents to walk or cycle through Tramore Valley Park, promoting active mobility.</p>	Please refer to NTA's response to Issue 3 in this report.	Tramore Valley Park
NTA-C14-50	Alternative Solutions	<p>**Narrow the Roads**</p> <p>The South City Link Road junction with South Douglas Road, where the bus stop opposite Westview Road is located, needs a zebra crossing and road narrowing. Cars coming off the South City Link Road often travel too fast, posing a danger to pedestrians crossing the junction. Raising the road surface with bricks would prioritize pedestrians and slow down cars. Any junctions/crossings near a Bus Connect bus stop should have at least a zebra crossing.</p>	Please refer to NTA's response to Issue 3 in this report.	South Douglas Road
NTA-C14-50	Vulnerable Road User Safety	<p>**DOSCO Industrial Estate Entrance**</p> <p>Narrowing the road at the DOSCO industrial estate entrance</p>	Please refer to NTA's response to Issue 8 in this report	South Douglas Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		and adding raised red brick would make it easier for pedestrians to use the footpath and slow down cars.		
NTA-C14-52	Traffic Disruption due to Traffic Diversions / Increased Traffic	The proposal for O'Connell Ave, TURNERS CROSS, CORK city includes bicycle lanes. It also proposes a barrier as to the end of Derrynane Road. How will the impact residents. Will they be able to get in and out to the curragh road or Derrynane Road and how.	Please refer to NTA's response to Issue 2 in this report.	O'Connell Avenue
NTA-C14-58	Alternative Solutions	As there remains only a very short section of STC H now directly serving residential areas, I am wondering why the N27 from the Kinsale roundabout to the city centre is not redesignated as STC H instead of a much more difficult route via Kinsale Road, Curragh Road, South Douglas Road before eventually ending up on the N27. Surely, the most efficient route is directly via the N27? Perhaps someone who knows better can outline why the route through a largely commercial area is selected?	Please refer to NTA's response to Issue 3 in this report.	Kinsale Road

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Submission Reference	Key Issue	Statement	NTA Response	Section
<p>NTA-C14-133</p>	<p>Traffic Disruption due to Traffic Diversions / Increased Traffic</p>	<p>The redesign of the STC-H along evergreen road from O Connell Avenue is not safe.</p> <p>Making a one way of any section of O Connell Avenue is going to have severe detrimental effects including safety aspects to the residents of the surrounding areas. The evergreen road Friars road intersection has a large school and the surrounding areas. (O Connell Avenue, Derrynane road, Doyle road, Friars road and Fr Mathew road) are all used as car parks. This is also true during funerals (frequent) and also during matches in the stadium.</p> <p>If the O Connell Avenue is no longer an exit then all cars will then have to go up the hills to exit this area. Evergreen road /Friars Road junction is simply not possible as the school run can make a 15 min tail back at this intersection. This will make a safety issue where one currently does not exist by forcing 100+ cars up residential narrow hills where residents are equally trying to exit to also get to work.</p> <p>The current cycle lane on evergreen is used as a parking lot by the Turners Cross tavern and this is what make the road a bottleneck for busses etc. If traffic parking enforcement or even kerbing (not bollards) was put in place then the bottleneck would be avoided and these plans would work as the EPR original plans. Traffic of all types is relatively free flowing along this route from just beyond the Beer garden pub on evergreen road.</p> <p>The modified plans will most likely close the business on O Connell Avenue at 47a which relies on parking for customers.</p>	<p>Please refer to NTA's response to Issue 2 in this report.</p>	<p>O'Connell Avenue</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>Was a traffic study done of the impact to the through traffic of this redesign during peak periods (school / match times). This was not done for the Aldi intersection and public opinion all agree that this intersection has been redesigned to be less safe and confusing.</p>		
<p>NTA-C14-136</p>	<p>Traffic Disruption due to Traffic Diversions / Increased Traffic</p>	<p>According to the plans the road will be closed with a barrier for car traffic just after the junction Derrynane Road-O’Connell Avenue, meaning that any cars that make it this far have no choice other than turning left going up Derrynane Road, which is rather narrow and traffic is busy enough as it is.</p>	<p>Please refer to NTA’s response to Issue 2 in this report.</p>	<p>O’Connell Avenue</p>
<p>NTA-C14-161</p>	<p>Access to Property</p>	<p>Existing traffic bollards need to be retained on new proposed pavement. Cars/ vans park on footpaths at all times -especially when Cork City or Musgrave park matches take place. This makes exiting driveway very dangerous- cannot see road. New cycle lane will be constantly blocked.</p>	<p>Please refer to NTA’s response to Issue 11 in this report.</p>	<p>Curragh Rd</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-161	Flooding	This exact section of road gets flooded regularly over the last 20 years, despite notifications to the city council, The existing drain outside our house overflows to the extent that the flood water comes halfway up our drive making house inaccessible , The entire width of the road subsequently totally floods. Flooding also occurs in summertime after a very dry period - when heavy rain eventually falls. I attached photos of same.	Please refer to NTA's response to Issue 14 in this report.	Curragh Rd
NTA-C14-294	Business and Retail Impact	We would like to submit a request to reconsider your planes stopping traffic flow going into Kinsale Road from the Kinsale Road roundabout by making a peak bus gate. No through traffic except busses, taxis and bicycles will be allowed onto Kinsale Road according to Route H map 4. As we are operating a Drive-thru restaurant down Kinsale Road, we are concerned that this may affect our footfall as many of our customers are currently taking this road to our store. I tried to attach a photo but your system kept giving an error. Please reconsider your proposal to allow both busses and other traffic to always flow as plenty of room is available to increase to two lanes at the entrance to Kinsale Road.	Please refer to NTA's response to Issue 12 in this report.	Kinsale Road
NTA-C14-297	Traffic Disruption due to Traffic Diversions / Increased Traffic	This infrastructure is no way suitable for a bus route. The proposal for the bus stops are not even thought through because if some body actually travelled that route on a weekly basis they would no that there is no way in gods earth that you could have a bus stop outside the entrance to Smyths toy store. The Kinsale Road with a bus lane will become a STOP and CRAWL Road as you are not even taking into account the 700 apartments that are planned, plus the Lidl's that is planned to be built opposite the entrance to Slieve Mish and the traffic jam already created by the cycle lane outside McDonalds. Cork City Council have already slow down the traffic in this area	Please refer to NTA's response to Issue 2 in this report.	Kinsale Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>with the shambolic junction that they installed earlier this year. A bus route will only grind this road to a standstill during peak travelling times and for that reason it becomes more of a bus DISCONNECT than a bus connect.</p>		
<p>NTA-C14-335</p>	<p>Loss of Parking</p>	<p>According to a video I've seen it looks like two cycle lanes each way on O Connell Avenue. No cars parked on the side of the road. This is looks picturesque in reality it means no one can park cars outside their homes. Meaning visitors eg. for elderly people their sons or daughter's or home helpers will have problems calling. Also deliveries, trade worked list goes on. This will be a problem for a lot of places in and around the city. This plan needs a lot more planning and common sense put into in. Not just some idea that will be Twink here and there. It needs to be brought back to the drawing board and looked at again. Our roads in places or to narrow and taking away space is not the answer in this situation. We are not all going to be cycling especially when one gets older I know I'm one.</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>O'Connell Avenue</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-337	Loss of Parking	<p>Evergreen Road is unsuitable for the cycling infrastructure proposed by this revised plan for the Airport to City Bus Connects Route.</p> <p>You know it's a diabolical and terrible plan for the residents and businesses of Evergreen Rd, when neither the NTA nor Cork City Council want to take ownership of it.</p> <p>The NTA when explaining why we have to suffer this plan, when Evergreen Rd is NOT ON A BUS CONNECTS ROUTE, we are told its to work with Cork City Council's plan for the area. Cork City Councilors say it is nothing to do with the Council, and all to do with the NTA.</p> <p>Evergreen Rd is not suitable because, The road is not wide enough to facilitate the cycle lanes. The residents don't have driveways to park their cars, unlike the people proposing this plan. The street has lots of businesses that need set down facilities on both sides. Removal of one side will half their passing trade. It will remove disabled parking that is situated a close proximity to our Doctors & Pharmacy. It will remove access for the elderly from Doctors, Dentists and a Pharmacy. It will reduce access for visitors to our residents. And cause isolation. The distant car park plan will be unsafe at night. It will also result in a reduced value to our homes.</p> <p>Bus Connects Cork's remit and objective is stated by yourselves as "The National Transport Authority's plan for the delivery of a sustainable PUBLIC TRANSPORT network for the Cork Metropolitan Area".</p> <p>Not to help Cork City Councils unfair & inconsiderate cycling infrastructure plan.</p> <p>So this plan, is very much "an unnecessary diversion of the cycling lane".</p> <p>Sending the route from the Kinsale road roundabout to the</p>	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>City, via the south link road, will result in no damage to the Residents, Businesses, Property and access for the people of Evergreen Rd and the wider Turners Cross Area.</p> <p>Local schools should utilize their considerable land bank, and the land of Bus Éireann’s Capwell Bus Depot to provide cycling infrastructure for themselves.</p> <p>We as City residents already pay through the nose for residential parking, our businesses pay through the nose on Business rates. While we all pay property tax towards Cork City Council. And what do we get in return. This!</p> <p>Bus Connects Cork is.....</p> <p>Proposed by the suburban driveway owner, Designed by the suburban driveway owner, For the Suburban driveway owner, And implemented by the suburban driveway owner.</p> <p>We deserve better.</p> <p>Regards Matt</p>		
<p>NTA-C14-350</p>	<p>Alternative Solutions</p>	<p>Overall I am in support of Bus Connects. I would also like to see the 2 way cycle lane on evergreen road continuing beyond the school in Turners Cross and connecting in with the cycle lane</p>	<p>Please refer to NTA’s response to Issue 3 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>on curragh road. Why would you try and divert cyclists onto O'Connell avenue and away from the shops/pubs/church/school etc?</p>		
<p>NTA-C14-354</p>	<p>Loss of Parking</p>	<p>While Busconnects does not include Evergreen Road in it's plans is a mystery to me. Evergreen street is a main thoroughfare used by the 206 and the 203. It is also used for buses heading to and from Capwell Bus Station. So a lot of bus movements on this road but yet Evergreen road does not come under the plan for Busconnects.</p> <p>The STC H does however include Evergreen road for a cycle track that will run the from Summerhill South to O'Connell Avenue. The proposed cycle track will remove parking on the left hand side as you travel outbound.</p> <p>It is clear that parking and the removal of on street parking is first and foremost a huge concern. In order to offset parking concerns parking needs to be provided on a one to one basis and from what I see in the plan for route H this will not be the case and this concern is in need of redress. The removal of parking will have a detrimental affect on the residential streets that surround Evergreen road. They are also concerns that many elderly residents who travel to the Pharmacy the Medical Clinic and the Tanaiste Michael Martin's office will need to park on the far side on the inbound lane and cross the busy roadway and the cycle track in order to do their intended business. This trek across the busy thoroughfare and cycle track will present grave danger to the elderly community from the area.</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-354	Alternative Solutions	<p>Another hazard with the advent of EV cycles is the speed at which they can go. I would urge you to remove the cycle track from the plan for the STC H and just simply use road markings and introduce a 30 km speed limit on Evergreen Road with the appropriate traffic calming and electronic speed indicators to alert motorists about their speed.</p> <p>There is a very obvious pinch point at the lower end of Evergreen road between Maiville Tce and the Curragh road junction. I would suggest that the traffic lights for the outbound traffic be moved from the junction of the Curragh road to the junction of Maiville Tce so as to hold back the traffic somewhat. This will illiminate the pinch point completely ensuring better bus movement that will deliver consistency. There are not any issues on this road that I am aware of and in general the road works quite well apart from the pinch point so I ask that Evergreen road be left as it is apart from road lining, speed control and addressing the pinch point.</p>	Please refer to NTA's response to Issue 3 in this report.	Evergreen Road
NTA-C14-371	Traffic Disruption due to Traffic Diversions / Increased Traffic	<p>As a supporter of the idea behind Bus Connects it makes very little sense to close off O'Connell Avenue to through traffic. If some one could give or present any rational reason I would listen but in all the information presented this closure is barely mentioned. As far as i can see this through road closure would turn a pretty quiet older residential area into a rat run of cars using Derrynane road as a way to bypass the closure. Derrynane road is not designed to have an increased volume of traffic on it. It seems like this plan was drawn up behind a desk and no one actually walked around the areas that was going to be affected. There is already heavy bike use on Evergreen road as a way of accessing the city centre, i dont think the current proposal will make that evergreen road route any safer for bikes.</p>	Please refer to NTA's response to Issue 2 in this report.	O'Connell Avenue

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>Cork city play every second week for half the year at home plus all the other schools and munster league matches. The team buses, the outside broadcast, the ticket office and other match related business happens right on where there is a proposed cycle lane on curragh road. So rte park there Wednesday night until saturday morning for a live broadcast, again it just feels like this has been rushed.</p> <p>This plan on paper looks to be increasing traffic on a selection of much smaller residential roads to benefit very few other road users. The main bike/scooter traffic from the South Douglas road will not use O'Connell Ave and the two kilometre hill up to the airport business park is not used by bike commuters - its a two kilometre hill.</p> <p>looking forward to any meaningful conversation around this but so far that has not happened.</p>		
<p>NTA-C14-372</p>	<p>Loss of Parking</p>	<p>This seems particularly ill considered. There is going to be an inevitable negative impact on the utility of the area - removing all parking from Evergreen road and from O'Connell avenue, will certainly create massive spillover effects on the surrounding area while having negligible positive effects on cycling infrastructure in the area - Morning traffic with school runs is already difficult in the area - This will only serve to compound this issue and in will certainly make it more dangerous. There are already issues with services - such as refuse collection having issues negotiating tight corners with inconsiderate parking. I can only imagine the difficulties that will occur after this. There is currently no issue with cycling traffic on O'Connell avenue for example - it is presently non existent and would likely present no issue to cyclists in the future. It strikes me that there is an attempt to force the hand of people in order to disincentivise car use without correlating</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>O'Connell Avenue</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		incentives existing. People will still use their cars - this is certain - this will just serve make it much more inconvenient and dangerous to do so. People dropping children to school behave as if they have the divine right of kings to perch their vehicle in any available niche. There will be considerable spillover problems from this - Anyone trying to have something delivered or works done on their property etc, will further exacerbate these issues.		
NTA-C14-375	Traffic Disruption due to Traffic Diversions / Increased Traffic	Given the proposed changes to the status of O Connell Avenue, no consideration is being given to the residents of O Connell Crescent, we currently have one entry route and the same exit route to our residence, so coming from the Curragh road and with O Connell Avenue being closed to vehicles I will now have to drive up Derrynane Road then across Congress Road and down Friars Road to get home. Also with the changes to Evergreen Road and especially during school days, all traffic for dropping/collecting children will end up in Friars road Derrynane road, Doyle Road and Fr. Matthew road, how do I get home, how does an ambulance or fire brigade access our residences. Leave well enough alone.	Please refer to NTA's response to Issue 2 in this report.	O'Connell Avenue
NTA-C14-376	Loss of Parking	By reducing parking on Evergreen Rd, for school and services you will create issues in all the minor roads leading off it. The O Connell Ave cycle lane proposed will create mayhem and cause danger with hastled parents seeking to park and walk small children to Christ Ri school gates. All the roads off O Connell Ave will now become congested as people seek alternative areas to park. These proposals will create problems rather than solve them.	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-381	Traffic Disruption due to Traffic Diversions / Increased Traffic	<p>Closing off of O Connell Avenue to through traffic is going to have the effect of increasing traffic congestion, especially during match time, School drop off and pick up and also funeral time. other that that traffic on our roads is next to non existant so this measure is counter productive. Cyclists currently have no issue with through way.</p> <p>If you did a traffic study of the area you would already know this and would be able to plan more professionally</p>	Please refer to NTA's response to Issue 2 in this report.	O'Connell Avenue
NTA-C14-383	Loss of Parking	<p>1.The proposed plan does not consider the hugely negative effect of removing parking infrastructure on Evergreen road and forcing Evergreen road car owners to seek parking in sorrounding streets and neighbourhoods. Parking onstreet in those sorrounding areas is already very scarce. This as been further worsened by recent changes to building regulations which removes the obligation for new buildings to provide parking for its occupants. A number of new recently completed apartment blocks on Evergreen road and Quaker road have little or very limited parking within their boundarys. A lot of local residents do not have the luxury of having a job within walking distance. Many of Corks bigger employers are located in the harbour and other areas. Inadequete/infrequent and limited bus services do not serve the needs of many working members of the public. They have to use a car to guarantee them arriving in work on time.Removing parking spaces on Evergreen road will only create conflict between car owners competing for ever dissapeating parking spaces.</p> <p>2. Just because City centre car owners live close to the City it does not give anyone the right to force them to give up car ownership. Ideally we would all foresake our cars for wonderful perfectly organised bus services and cycle lanes and contribute</p>	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		in no small way to slowing down existential climate breakdown. The reality is that successive governments are moving towards a cynical neoliberal policy of privatisation of public transport. This will only lead to worsening of bus services because private transport companies will cherry pick the most profitable routes and eliminate less lucrative routes. Cycling infrastructure has improved but is still nowhere near adequate in standards of safety and protection from harm from traffic for cyclists. I welcome the intended added on cycling infrastructure improvements of the bus connects plan in general but as a cyclist AND a vehicle driver I have to say that You cannot improve things for one cohort of road users by forcing another section of road users off the road.		
NTA-C14-389	Traffic Disruption due to Traffic Diversions / Increased Traffic	As a resident of O'Connell Avenue this does not make sense to me by blocking the corner of Derrynane Rd ,between the school,the funeral home and Cork city fc and people calling to relatives people need places to park,it will also turn O Connell Avenue into a dead end and people realising they cant get out will start reversing and blocking the road and increasing the chance of accidents to pedestrians and cyclists.	Please refer to NTA's response to Issue 2 in this report.	O'Connell Avenue
NTA-C14-390	Traffic Disruption due to Traffic Diversions / Increased Traffic	I would like to know how it is being proposed to make friars road a no through traffic road? Does it mean that barricades will be installed at either the top or bottom of the road? If it's barricaded how will bin trucks, emergency vehicles access the road?	Please refer to NTA's response to Issue 2 in this report.	O'Connell Avenue

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-396	Loss of Parking	<p>I am a lifelong resident of Evergreen Road. There has always been an issue with residential parking here because of all the local amenities ie schools, pubs, fast food outlets, church, funeral home, Cork City Grounds and Musgrave Park etc ... But now, even the revised proposals to remove parking from this road and still with no alternative for us residents to park is utterly preposterous. How the NTA proposes to facilitate, school drops (chaotic enough as it is) church goers, funeral attendees let alone the residents, Whom I might add have been paying for parking or the severe lack of it all along is disgraceful. This is a settled community with many elderly residents living here all of their lives, how can anyone suggest that they can now in their twilight years not be afforded the right to own, drive or simply have a car and to be able to park same somewhere in the vicinity of the house they live in beggars belief. All of this disruption for little or no gain I might add. If the Green party hadn't put their "Parklet" outside the Bookies there would be no issue with the current buses navigating Evergreen Road, there was no issue before this monstrosity arrived !! We weren't even consulted before this just miraculously appeared, nor I might add were we informed of the NTA's intentions either, I personally heard about this from a neighbour. There still needs to be local communication with residents ... solutions proposed and suggestions actually listened to ... Has anyone from the NTA actually spent a day on this road just to witness how precious the little parking spaces we have really are? and now with the restrictions proposed for O Connell Ave, the chaos can only get worse... It is so frustrating as a working taxpayer who needs her car to get to work to pay said taxes !! to have to wrestle with this parking issue every day as it is, this whole fiasco is causing untold</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>mental anguish for us residents and nobody seems to give a damn about us in all of this. I am vehemently against the removal of any parking spaces from Evergreen Road... Is is already a game of cat and mouse between residents and patrons of the various businesses as it is.. furthermore, I will be seeking advice as to my rights regarding turning my existing front garden into MY OWN parking space going forward, this is not something I wish to do but if these proposals come to fruition I don't see any other alternative...</p> <p>Deirdre Hourihan</p>		
<p>NTA-C14-398</p>	<p>Traffic Disruption due to Traffic Diversions / Increased Traffic</p>	<p>Diverting cyclists away from the main Kinsale Road/Evergreen Road thoroughfare and rejoining it later, is not a solution to more cycle use, desirable and all as it may be. Labelling O'Connell Avenue as a "Quiet Street" is a misnomer ; one only has to live there to realise it can be a "rat run" especially at peak times (hence the use of speed ramps to slow traffic).</p> <p>The "Modal Filter" at its southern end will force School Traffic to divert up Derrynane Rd. and onto Doyle, Fr. Matthew and Friars Rds. to get nearer to the Primary School on Evergreen Rd. Problems for those drivers are threefold : Parking ; exiting the area to get to work/home; and contending with locals who are trying to get to work themselves. This would be chaotic in bad weather.</p> <p>Meanwhile, residents of O'Connell Avenue have to avoid cyclists from both directions as they contemplate negotiating</p>	<p>Please refer to NTA's response to Issue 2 in this report.</p>	<p>O'Connell Avenue</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>the traffic maelstrom in adjoining roads, as they too have to go to work.</p> <p>How Service/Delivery traffic is expected to negotiate the Avenue is beyond me, or how the big Refuse Trucks are expected to manage.</p> <p>Match traffic/parking for soccer matches at the Stadium will pose additional problems, as will parking for those attending the local Funeral Home, and made even worse if the two events coincide.</p> <p>Visitors, Home Help and Trades people will also be inconvenienced, and discouraged as a consequence. This is a disturbing prospect for elderly residents of O'Connell Avenue and those in adjoining roads also.</p> <p>As a general comment, it is obvious that Evergreen Rd. could be more streamlined to give easier access to traffic and cyclists. How are concerns such as "The Beer Garden" allowed sequester part of the public road for its business ?? Also seeing that Evergreen Rd. is not a BusConnect route, Cork City Council could be more proactive in making this and other adjacent roads more user friendly. Speed limits of 50 kph and electronic speed indicators would definitely be a help in this regard.</p> <p>To conclude, blocking off a residential area like O'Connell Ave. is not a solution, as it creates far more problems and serious traffic situations than it is worth. It would be quite frustrating and hazardous for too many people.</p>		
<p>NTA-C14-400</p>	<p>Loss of Parking</p>	<p>The proposal to end parking on one side of Evergreen road will have a substantial impact on our business, making it less lightly for clients, especially for our clients who have mobility issues, to choose us and so will have a direct impact of the employment in our business for their hair appointment. This would be a disaster for our business, there will be a knock</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		on effect on those who service our business as well as on the daily which we require.		
NTA-C14-401	Loss of Parking	<p>Hi, i am a resident of [personal information redacted] evergreen road. I am paying my mortgage for new 20 years now. And will be for many years to come. Removing parking is not acceptable. The basics like taking groceries from the car to the house will be severely impacted also, I have a medical condition (chrones) so not being able to park near my house will severely impact my quality of life I want this proposal to be stopped before it impacts on many more lives</p> <p>thanks - Brendan T</p>	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road
NTA-C14-425	Supportive of Scheme	<p>As someone who commutes by bicycle every day on Evergreen Rd and the surrounding roads (both Douglas Rd and South Douglas Rd, depending on if it's the morning or evening commute), a cycle lane along this road would be greatly appreciated. There is already almost no room on the road for road users to pass each other (either traveling in the same direction or encountering each other going in opposite directions), and especially when going uphill, it would be a relief to have a cycle lane available. I am not able to select 2 chapters of the document for this submission, but STC I is also relevant to me as a cyclist commuter (as well as a commuter by bus when the weather is too bad to cycle), and improving the corridors for buses and cyclists along the Douglas Road would</p>	Please refer to NTA's response to Issue 5 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		be very welcome. The lanes as they are now are sporadic and require a lot of merging in and out of traffic, if they exist at all (cycle lanes are not provided at all in one direction).		
NTA-C14-441	Traffic Disruption due to Traffic Diversions / Increased Traffic	I would like to object the new traffic flow plan for O'Connell Avenue and Friars Road from Tom Foley	Please refer to NTA's response to Issue 2 in this report.	O'Connell Avenue
NTA-C14-458	Loss of Parking	As a resident of Turners Cross, the parking situation will be unacceptable if these changes are applied. The changes take away the majority of parking on the opposite side of the road to mine, meaning all the regular parkers will now join our side, making it much more difficult to park. I would not feel safe parking my car, and especially my older neighbours cars further away at night, for instance, so these changes would make all of our lives in Turners Cross much more difficult. There is also a school in the area, meaning parent/guardians will have very little space to park when it comes to collection time, meaning more confusion, and potentially danger with children not knowing where to go.	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road
NTA-C14-470	Traffic Disruption due to Traffic Diversions / Increased Traffic	Closing off O'Connell Avenue to through traffic is going to have a significant impact on the area. It will increase congestion in the surrounding area especially during match times and school drop off and pick up times and funerals. There is currently no issue with cyclists using O'Connell Avenue. It makes no sense to close off O'Connell Avenue. It will increase pressure on the smaller residential roads.	Please refer to NTA's response to Issue 2 in this report.	O'Connell Avenue

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>thanks Mary</p>		
<p>NTA-C14-487</p>	<p>Loss of Parking</p>	<p>I have concerns about removing the on street parking in evergreen rd, what about the people who live there with children and the elderly? How are they going to manage?And removing access on o Connell ave and friars rd would create havoc at school collection times . Yes have you forgotten about the school on evergreen rd and children needing to be collected, where are parents going to park if the on street parking is removed and has anyone thought about the local businesses in this area and how detrimental this would be to them.</p>	<p>Please refer to NTA’s response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

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Submission Reference	Key Issue	Statement	NTA Response	Section
<p>NTA-C14-488</p>	<p>Loss of Parking</p>	<p>I object to the proposed cycle lane and removal of on-street parking on Evergreen Road for the following reasons:</p> <ul style="list-style-type: none"> • Existing parking is already at a premium for those living in the area. • Many residents have need of a car for a variety of reasons, and will not be in a position to give it up merely because they live closer to the city than others. • A cycle lane is not a suitable alternative form of transport for many. It does not facilitate those who may suffer from ill health, or mobility issues. Many residents who are expected to forgo access to their cars will not be in position to avail of the proposed cycle lane. • There are a number of businesses and facilities located on the street that require the current on-street parking in order for the public to avail of their services. How often do people cycle to their doctor if they are feeling unwell? • It is difficult enough at present for tradesmen and suppliers to provide their services for locals with the current limited parking available. How are we expected to be able to maintain, service or indeed improve our homes in the future if further parking in the area is to be removed? <p>To conclude, I suggest the proposed cycle lane be removed from the plan for the STC H and a lower speed limit be introduced instead.</p>	<p>Please refer to NTA’s response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		Regards, M. O'Donoghue		
NTA-C14-489	Traffic Disruption due to Traffic Diversions / Increased Traffic	I feel the removal of parking spaces on Evergreen Road will cause too much congestion in surrounding areas, posing a danger to residents and young children going to nearby schools.	Please refer to NTA's response to Issue 2 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-490	Loss of Parking	<p>I object to this ridiculous idea my main areas of concern are the following: Elderly leaving and arriving at their home with nowhere for them to park their car parking for them or family members . People arriving to and from the chemist and doctors surgery on Evergreen Road especially Elderly and people with young children. There is a school is in this area and where are the parents supposed to park their car this will only make the surrounding areas more congested and adding stress to people living in the area and more noise pollution in the morning and collection times. I think whoever proposed this idea has absolutely no clue about this area and would want to take all the above into consideration this is disgraceful and they have no regard or respect for any of the above mentioned</p>	<p>Please refer to NTA’s response to Issue 1 in this report.</p>	<p>Evergreen Road</p>
NTA-C14-491	Loss of Parking	<p>I can't understand how this was proposed in the first place How could you even think it was a good idea to remove all parking around 2 schools on the main road / Plus- o Connell avenue being blocked off ,I'm shocked that someone thinks it's okay to block off a street that will cause HUGE congestion of traffic in other areas ,to locals /to people dropping & collecting their children from two very popular schools I am not in favor for this proposal Not a happy resident</p>	<p>Please refer to NTA’s response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
<p>NTA-C14-498</p>	<p>Traffic Disruption due to Traffic Diversions / Increased Traffic</p>	<p>The blocking off O Connell Avenue to traffic creates a lot of problems. Way more that it attempts to solve and is completely unnecessary</p> <ol style="list-style-type: none"> 1, Creating a north south divide for deliveries, 2, A cul de sac for binmen that also collect from the residential entrance O Connell Cresent 3, Creates / Forces cars (especially during the peak times from below events) to commute more up and down the surrounding hills which are not suitable (Dangerous) for increased volumes <p>If you did a traffic study of through traffic this road is by in large quiet road, with the exception of Match time from both Turners Cross Stadium and Musgrave park, O Sullivans Funeral home and also the drop/pickup time from the local school.</p> <p>Turning right from Friars road onto evergreen road is next to impossible during anything but quiet times on evergreen road.</p> <p>It will lead to traffic chaos for residents, as the hills will be the new rat run for school goers who need to drop off their kids in the morning/evening .</p> <p>This road is suitable for any amount of bikes with the proposed 30kph speed limit. An extra speed bump (rather than the gentle versions currently in place) would prevent any racing between bumps that occasionally happens for the impatient driver.</p> <p>What also surprises me is that, of the people I have talked to in the surrounding area. Almost no people were informed of these proposals. Most are to elderly to make an online submission. and those that fought the Aldi intersection works done by the city council under section 8 think that to object is</p>	<p>Please refer to NTA’s response to Issue 2 in this report.</p>	<p>O'Connell Avenue</p>

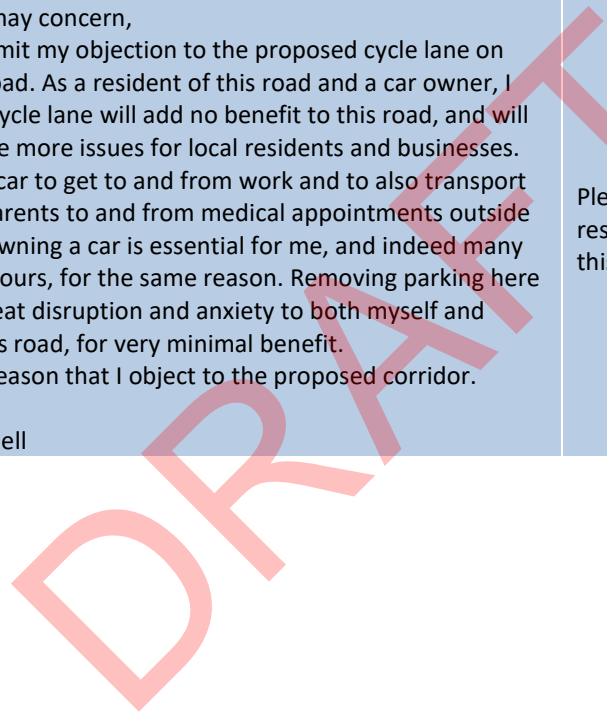
Submission Reference	Key Issue	Statement	NTA Response	Section
		pointless as their objections were not even listed as registered. Total number of submissions on the city councils site was zero even though there was many submissions made.		

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Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-505	Traffic Disruption due to Traffic Diversions / Increased Traffic	<p>Closing off O Connell Avenue to through traffic is going to create more problems that it attempts to solve and is totally unnecessary as it is already a quiet road.</p> <ol style="list-style-type: none"> 1. its going to create problems with services including post, Trash and emergency services as post codes wont be able to route correctly for what is and has always been an open road. 2. This is going to create traffic chaos directing increased traffic from both sides of O Connell Avenue up and down the surrounding 4 hills which are already only suitable for single lane traffic. I.E you need to pull in to let a car pass. 3. During match time from both surrounding stadiums + funeral times, + school drop off and pick up times it will not be possible to exit these areas due to the increased traffic it will create. Turning right onto the already congested Evergreen road from Friars road is currently difficult. That is why residents choose to go down to Curragh road from O Connell Avenue. 4. Removing of 40+ spaces from evergreen road is going to push these residents into the surrounding areas worsening the current situation, never mind with the increased traffic from the proposed closing O Connell Avenue <p>O Connell Avenue is a quiet road as is with the exception of events in the area and for the 20 min rush of schools. If even one extra speed bump was added to this road (current bumps are too easy to speed over at 50kph) then the limited time traffic would be forced to drive cautiously. There is no issue for any amount of bikes on this road and this would be clear if you did a traffic study of this road as was done on the surrounding roads.</p>	Please refer to NTA’s response to Issue 2 in this report.	O'Connell Avenue

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>What strikes me is that no people in the area have any awareness of this proposal in phase 2 and from those I spoke to from the ageing population they will not be able to complete online. They feel that their written submission not possible to complete as they can not see the plan online as they are not computer literate. Local meeting were for associations only</p>		
<p>NTA-C14-534</p>	<p>Traffic Disruption due to Traffic Diversions / Increased Traffic</p>	<p>entry and exit to and from my home to the curragh road,taking away parking ,the upheaval and distress to peoples lives for something that will not work ,waste of public money when it could be put to good use elsewhere</p>	<p>Please refer to NTA’s response to Issue 2 in this report.</p>	<p>O’Connell Avenue</p>
<p>NTA-C14-539</p>	<p>Loss of Parking</p>	<p>I would like to voice my concerns over the proposed cycle lane on Evergreen road. The parking in the area is already an issue and if the cycle goes ahead it will make the area a nightmare for residents and also stopping to go into local businesses. I live close to Evergreen road and feel that once the residents cant park on that road they will have to park close by which will have an knock-on effect with parking difficulties. Not all your ideas for future proofing the city are good ideas. Its a small city</p>	<p>Please refer to NTA’s response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		with narrow streets and very limited parking so you have to take into account the difficulties your plan will cause. Think of the present while creating the future!!!!!!		
NTA-C14-573	Loss of Parking	To whom it may concern, I wish to submit my objection to the proposed cycle lane on Evergreen Road. As a resident of this road and a car owner, I believe this cycle lane will add no benefit to this road, and will actually cause more issues for local residents and businesses. I require my car to get to and from work and to also transport my elderly parents to and from medical appointments outside of the city. Owning a car is essential for me, and indeed many of my neighbours, for the same reason. Removing parking here will cause great disruption and anxiety to both myself and others on this road, for very minimal benefit. It is for this reason that I object to the proposed corridor. Regards, Aoife O'Connell	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road



Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-577	Loss of Parking	<p>The revised bus connects plan doesn't offer any comfort to the Evergreen Road residents and to those residing in the surrounding areas, who have serious concerns regarding the loss of street parking and access to services, the impact of which will be felt across the community as a whole. As previously outlined in previous submissions Evergreen Road and the greater surrounding area is a densely populated residential area, with the larger percentage of the population being in the older demographic, who rely on essential services such as Medical & Pharmacy, services that have now been designated to have cycle lanes created outside of their premises, which is reprehensible and defies all logic i.e. having either elderly or -very ill people or heavily pregnant women having to park on the far side on the inbound lane, having to cross the busy roadway, battle their way across a cycle track with the additional Hazzard of E Scooters, and also possibly being placed at the mercy of some inconsiderate cyclists to avail of their required services. As previously outlined in previous submissions and discussions with the NTA, where it was stressed to them that the establishment of Cycle lanes on Evergreen Road is neither feasible nor practical because the street doesn't have the width or the infrastructure to cater for such a plan, in addition to the fact that the street has a large number of business outlets servicing both the local and surrounding areas, which at present without cycle lanes can cause some traffic congestion at times, but the establishment of Cycle lanes will only further exasperate the issue. As previously suggested in Both submissions and via direct discussions with the NTA, as an alternative solution diverting the cycle route from the Kinsale Road roundabout to the City, via the south link road would have been by far the more</p>	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>sensible and practical option to pursue, rather than directing cyclists needlessly through to the busy congested Kinsale road area, where there are numerous business parks, along with three major housing developments earmarked to begin construction over the coming months, leading on to Evergreen road via O'Connell Avenue Creating further congestion, resulting in serious inconvenience to the Residents, Businesses of the area, in terms of access and for the delivery of services. In relation to the Cycle lanes on Kinsale Road at the recent information meeting, the NTA delegates were very unclear in their responses to the many queries regarding this area. It was apparent that the housing developments in the area had not been taken into consideration, similarly when queried regarding the traffic flow from St Patrick's Road at the top of Evergreen Road leading onto Summerhill South no responses at all could be offered to queries in relation this Junction. This plan is being driven by individuals who have no consideration or regard for inner city dwellers and their rights, but instead, expect them to sit back and make sacrifices to both convenience and benefit the aforementioned individuals promoting the plan.</p>		
<p>NTA-C14-579</p>	<p>Traffic Disruption due to Traffic Diversions / Increased Traffic</p>	<p>Putting a barrier on O'Connell Avenue will impede Emergency Vehicles along with Doctors , Nurses , HomeHelps , family members and trades people calling to vulnerable people in an area of the city where we have a large elderly population at home. The delay incurred could lead to loss of life(blue light call). Also, ambulances are dispatched from their base on the Kinsale Road and enter from Curragh Road (see map). The alternative would be to send them by unsuitable roads or through Turners Cross congerstion.</p>	<p>Please refer to NTA's response to Issue 2 in this report.</p>	<p>O'Connell Avenue</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-608	Interaction with Future Developments	<p>Concerns on BusConnects between Kinsale Road and Turners Cross</p> <p>While I am generally supportive of BusConnects and the aspiration towards the 15-minute city, I have concerns that the proposed corridor from Kinsale Road Roundabout through to Turners Cross has been created in isolation from the 5 plus other proposed developments in the area and will at best be suboptimal patchwork of partially effective bus lanes and at worst fail completely if it actually increases non-resident car traffic through the residential parts of neighbourhood.</p> <p>Known future developments: CMP site ca. 700 apartments as part of the Creamfields development Cortex Site: Mixed Retail and Housing with main entrance onto Kinsale Road at Slieve Mish Park Casa Mia Site: 30 apartments – 3 on street parking spaces in an area currently marked as a Bus Lane New Training and Office Complex at the Pearce Road side of Musgrave Park MSL Site: Reopening of petrol station and expansion of retail.</p> <p>In addition to these known developments, there are further brownfield sites on the route that will likely be developed in the medium term. All of these developments will add to the non-resident traffic load on the area, which, if not managed correctly from the outset will jam the area up completely.</p>	Please refer to NTA’s response to Issue 9 in this report.	Kinsale Road

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-608	Design	<p>Concerns on BusConnects between Kinsale Road and Turners Cross</p> <p>Given the extent of the brownfield sites, there is now actually a golden opportunity to CPO the required space to make this a model neighbourhood for BusConnects, funnelling all the non-resident traffic out, making space for the Bus/Cycle/Pedestrian traffic to come through and the residents to 'breath'.</p> <p>Mick Barry Road will be the primary exit from the area to the South Link and South Ring Roads as it will no longer be possible to exit directly onto the Kinsale Road Roundabout.</p> <p>BusConnects is currently depicting the junction of Mick Barry and Kinsale Roads as it is today, with some extra lanes and signals. However, it is not acknowledging that the primary entrance for the 700 apartments at Creamfields is also at this junction. Based on this, it seems that a substantial roundabout or set of filter lanes will be needed there – and that now is the time to CPO the required space, before the Creamfields development starts. The depiction in the BusConnects document (Image #1) and that from the Creamfields documentation (Image #2) do not consider each other.</p> <p>Similarly, people exiting the retail areas (Harvey Norman's, Smyths etc) heading north or west will likely take the Tramore or Curragh Roads (Image #3 – Point 1) – and here again, we believe a significant roundabout and/or set of filter lanes will be required at the junction of Tramore and Kinsale Roads – for which CPOs should be made now before any further development takes place.</p> <p>The recently redesigned junction at Pearse Road (Image #4) is a general improvement for pedestrians and cyclists although it has increased car congestion and there is a footbath missing to get to the bus stop (Images #5-6) the proposed BusConnects</p>	Please refer to NTA's response to Issue 4 in this report.	Kinsale Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>plans seem likely to funnel more car traffic to this junction in the short term – again, re-emphasising the need to leverage the Mick Barry Road to get traffic out onto the link road as the first option.</p>		
<p>NTA-C14-608</p>	<p>Alternative Solutions</p>	<p>Concerns on BusConnects between Kinsale Road and Turners Cross The layout of the McDonalds building now means the Bus Lane will have to be interrupted for ca. 40m as it passes the building (Image #3 – Point 2) and a complicated signalling arrangement implemented to allow the bus to flow. The current proposal within BusConnects is almost certain not to work due to frequent tailbacks from the drive-thru on to the northbound lane of the Kinsale Road and illegal lane crossing to/from the southbound lane by customers. It may be a long shot, but, could McDonald's be convinced to move to one of the brownfield sites close by allowing the bus lane to run uninterrupted? BusConnects is proposing to route some buses up Scabeg and then into the city via the link via a dedicated bus lane. Three overhead bridges would have to be modified, potentially many properties CPOed. Without this free flowing dedicated lane the</p>	<p>Please refer to NTA's response to Issue 3 in this report.</p>	<p>Kinsale Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>corridor seems doomed to fail as an attractive alternative mode of transport. At the recent BusConnects meeting, the team weren't able to say if this had been costed or if it was actually technically possible. As a final note, I think the Park and Ride facility on Mick Barry Road could be significantly expanded both in terms of capacity and use as bus garage – potentially freeing up some, or all, of the Capwell facility for redevelopment as a mixed residential parking / urban park for the residents of Evergreen Road who will be impacted significantly by the bus lane.</p>		

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<p>NTA-C14-612</p>	<p>Loss of Parking</p>	<p>Evergreen Road is an historical area at the heart of Cork City. Community is key in the lives of its residents and businesses alike.</p> <p>As a resident of Evergreen Road, I can see how the NTA’s current plan which the NTA has stated “ties in with Cork City Councils plan for this area” poses an absolute devastating effect on our community.</p> <p>On the stretch of road proposed to have a cycle lane there is a pharmacy, a Medical Centre, a takeaway, the local TD’s constituency office and the homes of many elderly residents and families with young children.</p> <p>The following are the reasons why I completely oppose this plan:</p> <p>Evergreen Road is not on the Busconnects route. Loss of parking for residents who depend on on-street parking. Houses on Evergreen Road do not have driveways and pay high rates to Cork City Council for residents parking discs. No parking for patients and employees outside the pharmacy and doctors’ surgery. Many patients are coming from chemo treatment in the South Infirmary to collect their prescriptions. No parking for the ill, elderly, and pregnant patients outside these essential medical services is appalling. The thought of these people having to cross a cycle lane to get to and from the pharmacy and/or doctors’ surgery is dangerous and ludicrous. A cycle lane will eliminate current disabled parking for residents of Evergreen Road. As time goes on more disabled spaces may be needed outside elderly residents’ houses. If there is a cycle lane outside their house this essential right will be taken away from them. Loss of accessible parking for home help, nursing care and family and friends calling to the many elderly residents living on Evergreen Road. This will lead to the loneliness and isolation of these valued members of our community. Loss of parking for an ambulance if needed by a resident or visitor to Evergreen Road. Loss of parking for the</p>	<p>Please refer to NTA’s response to Issue 1 in this report.</p>	<p>Evergreen Road</p>
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customers and employees of the 3 pub/ restaurants, the bookmakers, 2 take aways, 2 hairdressers and the barbers on Evergreen Road who are employers to residents in our locality. Loss of parking for the many residents on Evergreen Road who either drive for a living or are tradespeople. Loss of parking for visiting tradespeople doing work on houses or businesses on Evergreen Road. Loss of parking for temporary skips when work is being done on houses or businesses on Evergreen Road. Loss of parking will lead to traffic congestion on all the surrounding streets and hills off Evergreen Road. A hazardous engineering design detail is the cycle lane crossing over the junction to O'Connell Avenue, which poses a danger to all using or accessing Evergreen Road. Blocking public access to the local TD's constituency office. Loss of value to all homes on Evergreen Road if on street parking is removed. The NTA have proposed distant parking up a lane. A Cork City Councillor has said that it will be a public carpark with no designated parking spaces for residents. So basically, it would be a free for all. This idea of this distant parking is unsafe for the following reasons:
Personally, I would feel completely vulnerable parking here late at night. If a resident has heavy shopping, how are they going to carry it home? How will a resident with small children get to and from this parking area safely? A resident with mobility issues will have great difficulty accessing this distant parking. At an information evening held at Nemo by the NTA, a senior employee of the NTA was asked if he would like his daughter to go up a quiet lane to collect her car at 3am in the morning, he replied "my daughter is well able to defend herself". He then turned his back and walked away. When I raised my concern with the same employee at the public forum he just sneered. This behaviour sums up the ill regard the NTA has for the community of Evergreen Road.

From attending public forums in relation to Busconnects, a huge concern is the absolute anguish and worry this plan is causing residents in our area. We are a hard-working community who look out for each other, and we will stand together to oppose this plan.

Conclusion
The current plan will eliminate parking for many residents on Evergreen Road.
Loss of on street parking will discriminate against our disabled residents and residents with limited mobility.
Our elderly community will feel the isolation of not having access for helpers, friends, or family.
Loss of on street parking will have the knock-on effect of greatly lowering the value of Evergreen Road residents' homes. We pay huge property taxes to Cork City Council.
Loss of on street parking will bring down the turnover and value of all businesses on Evergreen Road. Loss of trade will increase the chances of employees becoming redundant. All these businesses pay huge rates to Cork City Council and deserve to be treated with respect.
The proposed distant parking plan is unsafe.
No Cork City Councillors have stood up for our community so it's up to us to raise our concerns.
This current plan does not suit the residents and businesses of Evergreen Road.
It suits those with driveways in the suburbs who don't pay residents parking permit fees and can cycle or drive through our neighbourhood on their way home.
The proposed cycle lane does not need to come through Evergreen Road and should continue from the Kinsale Road roundabout to the city via the South Link Road. This would prevent destroying peoples' properties, lifestyles, businesses, and services.

In my opinion, Evergreen Road should be left as is.
Let Evergreen Road residents and businesses survive.

DRAFT

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-614	Environmental Impacts	<p>As a local long term resident here in Ballyphehane /Turners Cross I strongly object to trees being cut down , footpaths being widened even further, the removal of parking facilities (which is limited for locals and local business as is).</p> <p>As we have seen and witnessed in the area where this has been done already by the Aldi store in Ballyphehane on the junction of Kent road and Tory Top road , which is a complete failure , these roads have become more dangerous for both cyclists and drivers of cars , vans etc..</p> <p>It is a catastrophic plan , poorly thought out .</p>	Please refer to NTA's response to Issue 7 in this report.	Kinsale Road
NTA-C14-614	Loss of Parking	<p>As a local long term resident here in Ballyphehane /Turners Cross I strongly object to trees being cut down , footpaths being widened even further, the removal of parking facilities (which is limited for locals and local business as is).</p> <p>As we have seen and witnessed in the area where this has been done already by the Aldi store in Ballyphehane on the junction of Kent road and Tory Top road , which is a complete failure , these roads have become more dangerous for both cyclists and drivers of cars , vans etc..</p> <p>It is a catastrophic plan , poorly thought out .</p>	Please refer to NTA's response to Issue 1 in this report.	Kinsale Road
NTA-C14-614	Vulnerable Road User Safety	<p>As a local long term resident here in Ballyphehane /Turners Cross I strongly object to trees being cut down , footpaths being widened even further, the removal of parking facilities (which is limited for locals and local business as is).</p> <p>As we have seen and witnessed in the area where this has been done already by the Aldi store in Ballyphehane on the junction of Kent road and Tory Top road , which is a complete failure , these roads have become more dangerous for both cyclists and drivers of cars , vans etc..</p> <p>It is a catastrophic plan , poorly thought out .</p>	Please refer to NTA's response to Issue 8 in this report	Kinsale Road

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-615	Loss of Parking	As a local long term resident of Turner's Cross/ Ballyphehane I strongly object to the narrowing of roads, the removal of parking and cutting down of beautiful trees. Council need to go back to the drawing board and come up with a better plan. Council also need to liase with local residents door to door , local schools, funeral home, local businesses and Church. If this plan goes ahead it is going to be catastrophic for parking in this area and will also cause chaos for the afore mentioned.	Please refer to NTA's response to Issue 1 in this report.	Kinsale Road
NTA-C14-615	Environmental Impacts	As a local long term resident of Turner's Cross/ Ballyphehane I strongly object to the narrowing of roads, the removal of parking and cutting down of beautiful trees. Council need to go back to the drawing board and come up with a better plan. Council also need to liase with local residents door to door , local schools, funeral home, local businesses and Church. If this plan goes ahead it is going to be catastrophic for parking in this area and will also cause chaos for the afore mentioned.	Please refer to NTA's response to Issue 7 in this report.	Kinsale Road
NTA-C14-627	Alternative Solutions	Supportive of the bi-directional cycle lane on the Airport road. This would be very beneficial for workers in the business park who want to opt commuting by bike.	Please refer to NTA's response to Issue 3 in this report.	Kinsale Roundabout to Airport
NTA-C14-630	Loss of Parking	I am resident at [personal information redacted] Evergreen Road Cork. I use onstreet parking for myself and 3 small children. I commute to Little Island for work each day. I am concerned about the loss of parking along my road and also the proposed car park behind [personal information redacted] and [personal information redacted] Evergreen. I would like to be kept uptodate with any changes or meetings about parking along my road.	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road
NTA-C14-630	Design	I also have concerns about the cycle path turning up O'Connell Avenue. I see bikes passing every day. The main bike traffic along our street is heading from Summerhill to Douglas. The	Please refer to NTA's response to Issue 4 in this report.	O'Connell Avenue

Submission Reference	Key Issue	Statement	NTA Response	Section
		detour up O'Connell Avenue is unlikely to work as people will take the shortest route.		
NTA-C14-643	Traffic Disruption due to Traffic Diversions / Increased Traffic	<p>As a homeowner on O'Connell Ave this scheme will have a serious negative impact on my life, the lives of my neighbours and local businesses. Turning O'Connell Avenue into a "quiet road" while removing parking from Evergreen Road (and Curragh Road) will create bottle neck chaos during school runs, funerals services and matches for the surrounding streets. There is already a lack of parking spaces for the local amenities. Not to mention the difficulty for homeowners, renters, guests, home help, emergency services, deliveries, taxis, refuse, meals on wheels, trades and any vehicles that need to access our houses on O'Connell Avenue.</p> <p>I am a cyclist, that is my main mode of transportation, I am all for cycle lanes but not when they will clearly cause more hassle than they're worth when they are shoehorned in with no consideration for the negative impact it will have on the area.</p>	Please refer to NTA's response to Issue 2 in this report.	O'Connell Avenue
NTA-C14-668	Traffic Disruption due to Traffic Diversions / Increased Traffic	<p>The closure of o Connell avenue is going to result in serious disruption to residents everyday lives. This is a very quiet road and is used in the main for people accessing their homes. The closure of the road except to those on bicycles does not appear to be properly thought out . Utility companies will find it very difficult to navigate the change in access not to mind access by the emergency services to Father Matthew Road. The area is going to suffer from huge traffic problems as residents who would normally not use Derrynane road will now have to do so.</p>	Please refer to NTA's response to Issue 2 in this report.	O'Connell Avenue
NTA-C14-670	Interaction with Future Developments	Overall plan needs to factor in proposed new apartment block developments on the Creamfields site which could house over 1,000 people .	Please refer to NTA's response to Issue 9 in this report.	Kinsale Road

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-670	Environmental Impacts	Parallel plans for the replanting of any trees removed	Please refer to NTA's response to Issue 7 in this report.	All Route
NTA-C14-670	Loss of Parking	Assessment of the removal of existing car spaces	Please refer to NTA's response to Issue 1 in this report.	All Route
NTA-C14-690	Interaction with Future Developments	<p>At the outset, I wish to acknowledge that the vision for the development of the bus transport system is admirable in that it will hopefully bring benefits in relation to connectivity in the city. However, some issues appear to have been overlooked. My first observation in relation to the Cork STC H Airport Road to City route is to query how accurate the plans are for the corridor ?</p> <p>There is a proposal for an apartment development on the site previously occupied by Top Tile/Casa Mia. On looking at the plans for these apartments, the proposed building line appears to come within a hairs breadth of the BusConnects corridor. The plans for the apartments also appear to have 3 car parking spaces and a plaza in the area where the BusConnects corridor is. (Please review the published Part 8 Planning Notice-Kinsale Road on the Cork City Council website, specifically 21002_P_003 - Site Plan A, where the outline of the proposed transport infrastructure is marked by a blue line). It appears that both the BusConnects proposal and the apartments proposal have been made in isolation, with little engagement to determine the impact each will have on each other and indeed the surrounding neighbourhood.</p> <p>If BusConnects is going to have a cross section which facilitates the required footpath, cycle track, bus lane and car carriageway, then the current building line of the proposed apartment block/plaza at Top Tile/Casa Mia is going to</p>	Please refer to NTA's response to Issue 9 in this report.	Kinsale Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>negatively impact the corridor. This is evidence of the lack of engagement that has occurred between the developers of both proposals.</p> <p>If the BusConnects corridor is going to operate as outlined in the proposal, it is obvious that the proposed apartments and plaza at Top Tile/Casa Mia must be set back much further from the current proposed building line and road. Neighbours and I have raised this previously in an observation in relation to the proposed development, but it is unknown if they have considered the implication of having these apartments so close to the road. The National Transport Authority should review these plans for the proposed apartments and engage with Cork City Council, to prevent these apartments impacting on the transport corridor and the benefits it proposes going forward.</p>		
NTA-C14-690	Traffic Disruption due to Traffic Diversions / Increased Traffic	<p>Secondly, the newly relocated bus stop on the curragh road (near the intersection with Aldi and Green Lawn) is causing traffic to back up all along the Kinsale Road when the bus stops. This bus stop needs to be re-evaluated. Residents in areas such as Green Lawn and Slieve Mish Park, are challenged on a daily basis when trying to access the Kinsale Road and Curragh Road.</p> <p>Regards.</p>	Please refer to NTA's response to Issue 2 in this report.	Curragh Rd/Pearse Rd Junction
NTA-C14-718	Loss of Parking	<p>I do not believe cycle lanes are the answers to the environmental issues and certainly not at a cost to people and businesses who will not have suitable parking near their properties.</p> <p>There are many elderly people living in this area whom have home help staff calling 3-4 times a day. Where will the staff park? If you need work done to your home or one of the many</p>	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>businesses on Evergreen road where can they park? These cycle lanes are killing communities and our beautiful spirits. Where are the many disabled residents going to park???</p> <p>This proposal is is for the sake of principal as opposed practical function and lacks any sense or reason.</p>		
NTA-C14-721	Loss of Parking	<p>This proposal to put in a cycle lane along Evergreen Rd from Summerhill South to Kinsale Rd will impact on local residents and not in a good way.</p> <ol style="list-style-type: none"> 1. There is no space for the proposed cycle path. Put cycle lanes where there is space for them, not on a narrow road like Evergreen Rd that has a school, a pharmacy, a GP surgery , several businesses and many residents who need their car to get to work, take children to school, do shopping, etc. As well as people needing to visit the surgery and pharmacy and older residents who need their car to get around. 2. It is discriminatory to be removing car parking spaces for residents who do not have off-road parking. We would all happily park in our driveways if we had that luxury! 3. Removal of parking spaces will only add to congestion on side roads. <p>There is limited parking already around the area and the City Council is getting plenty of revenue from parking permit fees.</p>	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road
NTA-C14-726	Traffic Disruption due to Traffic Diversions / Increased Traffic	<p>Page 34. A number of issues with the Curragh Road/Kinsale Road/Pearse Road/Green Lawn junction which was recently modified with Bus Connects in mind: Bus Stop interrupts the flow of the main traffic.</p>	Please refer to NTA's response to Issue 2 in this report.	Curragh Rd/Pearse Rd Junction
NTA-C14-726	Environmental Impacts	<p>Page 34. A number of issues with the Curragh Road/Kinsale Road/Pearse Road/Green Lawn junction which was recently modified with Bus Connects in mind: Green space is at a premium in this area and Bus Connects</p>	Please refer to NTA's response to Issue 7 in this report.	Curragh Rd/Pearse Rd Junction

Submission Reference	Key Issue	Statement	NTA Response	Section
		looks like it will take away some of the little amount that we have left - not satisfactory from an environmental or aesthetic perspective.		
NTA-C14-726	Design	Page 34. A number of issues with the Curragh Road/Kinsale Road/Pearse Road/Green Lawn junction which was recently modified with Bus Connects in mind: Existing lanes are very narrow and when heavy goods vehicles attempt to take some of the corners they end up on the wrong side of the road in order to navigate the turn successfully. When traffic volumes are heavy, the heavy vehicles often have to wait their turn compounding the traffic build-up.	Please refer to NTA's response to Issue 4 in this report.	Curragh Rd/Pearse Rd Junction
NTA-C14-726	Vulnerable Road User Safety	Page 34. A number of issues with the Curragh Road/Kinsale Road/Pearse Road/Green Lawn junction which was recently modified with Bus Connects in mind: Footpaths are not adequate at the junction - pedestrians are seen using the cycle lane on a daily basis. This is a health and safety issue.	Please refer to NTA's response to Issue 8 in this report	Curragh Rd/Pearse Rd Junction
NTA-C14-726	Alternative Solutions	Pages 34 to 36 inclusive. No ability/space to provide a dedicated bus lane on the Curragh Road stretch of the route. This is not ideal from an efficiency point of view and will disincentivise the use of the bus. Again one solution would be to deter external peripheral traffic from using the route while still catering for local residential traffic.	Please refer to NTA's response to Issue 3 in this report.	Curragh Rd

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-726	Design	<p>Pages 36 to 39 inclusive.</p> <p>These pages show a new dedicated bus lane along the Southlink road. How realistic is it that this bus lane will actually be built? It has to go under three main road arteries on the south side of the city, namely the South Douglas Road, the main Douglas Road/High Street and the Old Blackrock Road. Are the costs fully quantified and are the implications fully understood?</p> <p>It looks as if all three bridges on those roads would have to be lengthened significantly to accommodate the widened Southlink Road underneath them, which presumably means that all three bridges would have to be taken down for a period of time and rebuilt. Furthermore, there are many residential properties that have gardens that border the Southlink Road. How many CPOs are involved to attain the land that would be needed to accommodate the addition of the proposed bus lane?</p> <p>The success of this route depends on bus passengers being able to reliably bypass the existing car/truck traffic that is often very heavy on the Southlink Road - the best way to do this will be via a dedicated bus lane. If it is the case that to achieve this, one of the two existing traffic lanes would have to be repurposed to be used instead as a dedicated bus lane, what are the plans for facilitating the existing motor traffic levels? One solution might be the expansion and improvement of the Black Ash park and ride facility perhaps. However, park and ride facilities are unfortunately lacking I believe, from the overall Bus Connects plan at the moment, not just for this route but indeed for all of the routes.</p> <p>A dedicated bus lane is an essential element to ensure that this route is fit for purpose and has a chance at meeting any form</p>	Please refer to NTA's response to Issue 4 in this report.	South Link Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>of meaningful success criteria I would suggest. There is very little point in proceeding with any of the route if this stretch cannot accommodate a dedicated bus lane in my opinion.</p>		
<p>NTA-C14-726</p>	<p>Alternative Solutions</p>	<p>Pages 36 to 39 inclusive. These pages show a new dedicated bus lane along the Southlink road. The success of this route depends on bus passengers being able to reliably bypass the existing car/truck traffic that is often very heavy on the Southlink Road - the best way to do this will be via a dedicated bus lane. If it is the case that to achieve this, one of the two existing traffic lanes would have to be repurposed to be used instead as a dedicated bus lane, what are the plans for facilitating the existing motor traffic levels? One solution might be the expansion and improvement of the Black Ash park and ride facility perhaps. However, park and ride facilities are unfortunately lacking I believe, from the overall Bus Connects plan at the moment, not just for this route but indeed for all of the routes. A dedicated bus lane is an essential element to ensure that this route is fit for purpose and has a chance at meeting any form of meaningful success criteria I would suggest. There is very</p>	<p>Please refer to NTA's response to Issue 3 in this report.</p>	<p>South Link Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>little point in proceeding with any of the route if this stretch cannot accommodate a dedicated bus lane in my opinion.</p>		
<p>NTA-C14-726</p>	<p>Bus Network / Infrastructure</p>	<p>Pages 36 to 39 inclusive. Again focusing on the South Link Road stretch of the corridor, could some bus stops be incorporated into the design? It looks at the moment as if there is no possibility of getting onto the bus once it enters the South Link Road until it reaches the city centre. If work needs to be done to the bridges at the Old Black Rock Road, the Douglas Road/High Street and at the South Douglas Road to lengthen each bridge and thereby widen the South Link road, perhaps the design could incorporate three bus stops to facilitate connections at these three points which would serve densely populated surrounding areas. It seems like a missed opportunity if some effort is not made to connect these points to the other bus routes.</p>	<p>Please refer to NTA’s response to Issue 6 in this report.</p>	<p>South Link Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-726	Alternative Solutions	<p>Page 33.</p> <p>Due to the width of the Kinsale Road at the McDonald’s site the proposed bus lane has a break of perhaps 60 metres or so. This seems to me to be very unfortunate, given that the very close by existing junction, where the Kinsale Road meets Tramore Road and the Turners Cross Retail Park, is already very busy and needs any proposed bus corridor to offer a free flow away from the junction to be an efficient and attractive public transport option.</p> <p>While McDonald’s is a very welcome business and employer in the area, the site that it currently occupies is not fit for purpose from a traffic perspective. This is evidenced daily by the level of traffic that builds up at its entrance and exit point. It is dangerously close to the junction referenced already above and this sense of danger is only amplified when you take into account that illegal turns are routinely made by drivers entering and exiting the site. Putting bus and cycle lanes into the mix are going to compound this issue further.</p> <p>Poor initial planning has led to this particular development impacting the efficient flow of traffic in the area. Bus lanes work best when uninterrupted. One possible solution would be to move McDonalds to another more suitable site in the area. There are a multitude of brownfield sites very close by to choose from.</p> <p>This abundance of brownfield sites also offers huge potential to develop the road network in the area in as efficient a way as possible. If the willingness exists to consider all of the proposed developments whether retail, residential or transport network in nature, as one joined up area development, benefits for all stakeholders will be realised. Bus Connects decisions in this area should be made with all of these brownfield sites and any</p>	Please refer to NTA’s response to Issue 3 in this report.	Kinsale Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>associated proposed developments factored in and not be hampered by any further poor planning decisions. CPOs should be actioned ASAP to ensure the space needed is secured. The goal should not be to penalise local residents car traffic but instead to discourage external car traffic from entering the area unnecessarily. This can be achieved with the help of Bus Connects if it offers a functioning and free flowing public transport service for external/peripheral car traffic. Often the traffic coming through the Turners Cross/Ballyphehane area is 'pass through' traffic and not traffic that is created by people who visit and spend time in the area. Park and Ride facilities can be a huge chunk of the solution but any decisions in this regard have not yet been realised is my understanding. It's essential that traffic be allowed to flow as freely as possible from the area with its various commercial, residential, retail and sporting venues. We are adjacent to the South Link Road, so all of the existing lanes on Tramore Road, Kinsale Road and Mick Barry Road need to be supplemented with further lanes and slip roads at appropriate points. At the moment the existing junctions can be choked by traffic light inefficiencies. One of the draws to our area, from a residents perspective, is the proximity to the South Link Road network and the possibilities it offers to get to other parts of the city and beyond. Bus Connects should interconnect with and compliment the other transport options rather than frustate them. Ensuring that the road network is developed adequately will go a long way to achieving such synergies.</p>		

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-726	Design	<p>Page 41.</p> <p>The proposed cycle lanes along Evergreen Rd will remove a lot of existing on-street car parking. I'm not sure of the exact numbers - I would estimate in the region of 25 to 30 car spaces from what I can understand from the drawings.</p> <p>I appreciate that there is a proposal to provide off-street car parking at a site adjacent to the former Evergreen bar. However, access to the proposed site looks to be very problematic. It appears from the drawings that it will be a 'one car at a time' to either enter or exit this site. This could create traffic build-up at times when several cars are attempting to enter and exit. Also, are there any plans to ensure that the car parking is reserved for residents? How will this be policed? There is another and perhaps better sight across the road from this site in the form of an old convent. Perhaps efforts could be made to secure that site on behalf of residents instead. The information that was available on this topic was inadequate and not at all detailed at the Bus Connects meeting I attended recently.</p> <p>Furthermore, a frustration for me is that there is no legal requirement for cyclists to even use these proposed cycle lanes. I myself am an occasional cyclist as well as a motorist and I encourage and support cycle lanes where possible and appropriate to provide them. But my issue here is that a lot of disruption and stress is being put on existing residents, some second and third generation I might add, to facilitate a cycle corridor that will still see cyclists free to use the rest of the road along with cars, buses, trucks etc. I recognise that safety for cyclists is of paramount importance in this discussion, however, looking at the junction of Evergreen Road and Summerhill South I'm not convinced that cyclists will use this</p>	Please refer to NTA's response to Issue 4 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>set of cycle lanes in the manner in which they are intended to be used. Are cycles lanes that will serve maybe 200 or so metres of road even worth all of the stress and worry that they are causing? If cyclists are going to continue on to the South Douglas Road they will be simply rejoining the regular road network anyway. As with so many cycle lanes, they simply 'disappear' after a particular stretch of road, so it seems pointless to me to upset residents for something that quite simply is a piecemeal solution for cyclists in any event. Even if cyclists follow the O'Connell Avenue/Curragh Road/Kinsale Road route, what are the current and expected volumes of cyclists that use/will use that route? No data seems to be available for this which would go a long way to determining any value add here and allow any meaningful cost/benefit analysis to take place.</p>		
<p>NTA-C14-752</p>	<p>Loss of Parking</p>	<p>Taking away parking on evergreen road would be a disaster for residents. There is a varied age and abilities of residents that need parking close to their homes. If this is taken away it will hamper their every days lives. There is also a medical center and pharmacy that already has limited space and it is vital for some residents to be able to park as close as possible to them.</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>
<p>NTA-C14-783</p>	<p>Bus Network / Infrastructure</p>	<p>From my reading of your accounts and maps it appears to me that we are being by-passed on the Kinsale Road. Will any bus stop now at Cemetery Cross? Both the Togher Route and The Kinsale Road Route seem to be different. Also the terminus for these routes appears to have changed. As a frequent bus user I am worried that we will not have a service in walking distance to Slieve Miss Park or to the centre of town at the other end.</p>	<p>Please refer to NTA's response to Issue 6 in this report.</p>	<p>Kinsale Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		Please let me know if I am wrong as I am hoping that that is the case.		
NTA-C14-842	Loss of Parking	We Object to the proposal of a cycle lane in our residential area of O Connell Avenue/ Evergreen Road and Friars Road in Turner's Cross. This loss of parking for so many residents and essential services e.g. Doctors, medical centre, dentist, schools and church will affect so many people. This change will make daily life very difficult as there will not be able to park anywhere near their homes or business. This is not appropriate.	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road
NTA-C14-868	Supportive of Scheme	I am a resident of Turner's Cross. I made a fairly detailed submission during the first round of consultations but have not had time to do a detailed review and draft a full submission this time. I have 3 main points: 1. I welcome commitment not to build a bridge over Ballybrack woods. 2. I think Turning O'Connell Ave into a quiet street with cyclist and pedestrian priority is a great idea. I walk and cycle this way regularly to avoid the busy main road. This will create a non car based link between the school, stadia, supermarket and residential areas.	Please refer to NTA's response to Issue 5 in this report.	O'Connell Avenue
NTA-C14-868	Design	3. I note that it is no longer proposed to make any changes to the Junction at Turner's Cross Church. Turner's Cross, I hope, will still be served by buses to the airport, Kinsale, Douglas and the city. I occasionally use these bus services when cycling isn't practical. The Junction is not suited to buses in it's current layout, this regularly causes blockages and occasionally broken wing mirrors. Removing just a few parking spaces directly outside the church, possibly as few as 2 spaces, and making the	Please refer to NTA's response to Issue 4 in this report.	Curragh Rd/Evergreen Junction

Submission Reference	Key Issue	Statement	NTA Response	Section
		existing parklet just a little narrower (maybe 30cm) could solve this issue. I urge the designers to do something to make this Junction more suitable for buses.		
NTA-C14-873	Loss of Parking	Bus Connects Cork propose to run a cycle lane and put an end to parking along the school side of Evergreen Road from Summerhill South to Kinsale Road. This loss of parking for so many residents and essential services including the pharmacy and doctors surgery will cause a substantial loss of amenities to the wider community. Active travel includes walking but the emphasis is on cycling. The vast majority of people living here walk so upgrade existing footpaths to the proper standard and facilitate the walkers by creating a safer environment. The cycle lane through O Connell Avenue is insane no consideration for the local population and the consequences for the four neighbouring roads. Taking private property is fundamentally wrong and to achieve what. These proposals do not address the many active planning applications in the pipeline for this route.	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road
NTA-C14-882	Supportive of Scheme	I support the proposed plan for a 2 way cycle lane along Evergreen Road. As a nearby resident, this would be a valuable addition to the network of cycle lanes that I use in the area. The improvements to the cycle lanes along this and related routes into the city along Summerhill South, Infirmary Road etc. would make the cycle from Turner's Cross to the city easier and safer. The improvements to the junction at Infirmary Road leading onto Anglesea St are welcome as this junction doesn't work well for cyclists at the moment.	Please refer to NTA's response to Issue 5 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-885	Loss of Parking	<p>We are residents of Evergreen road, Turners Cross Dan and Helen Deasy. We wish to object to the removal of parking places on Evergreen road. We are in our [Personal information redacted] and late [Personal information redacted]. We have health and mobility issues presently parking is difficult to assess because of the volume of people competing for places especially residents of Summerhill South who as you know do not have parking on the hill also van driving residents of Windmill road and Quaker road.</p> <p>To add to our woes what was the Evergreen bar is being turned into 10 residential units that will bring at least 10 and maybe 20 more residents into the road. When we do our weekly shop we do it early in the morning so that we can get parking near our home so we don't have to carry our messages too far, that move is mirrored by a lot of our neighbours as they are of the same age and health and mobility problems as do ourselves</p> <p>we would suggest that before you consider a decision you might take a walk on Evergreen road at various times during the day and evening and you will inform your knowledge of the parking situation. Our parking permit does not cover us to park on the road behind us such as Murphys gardens, Deerpark mews, Friars road p, Father Matthew road p, Doyle road, Dennynane road, O Connell avenue. Even if we could park on these there are no spaces available. The people living on those roads don't have enough spaces for themselves. The spaces our permit allows us on which to park are Beat This, Summerhill south, on which no parking is allowed, Quaker road, windmill road on each of those there is not enough spaces for people living on those roads, Listowl avenue is about</p>	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>10foot wide, nobody could park there, Mayville terrace is small and narrow and is always packed with cars, Mountscion road, Mountcarmel road, and Desmond square they are about half a mile away from where we live, Presentation place also un Greenmount is too narrow for anyone to park on. Whoever came up with that never looked at it.</p> <p>we just can't accept what is being proposed.</p> <p>Yours sincerely, Dan and Helen Deasy</p>		
<p>NTA-C14-892</p>	<p>Loss of Parking</p>	<p>Removal of parking on Evergreen Road will force cars onto the above roads where parking is already oversubscribed.</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>
<p>NTA-C14-892</p>	<p>Traffic Disruption due to Traffic Diversions / Increased Traffic</p>	<p>Traffic calming on O' Connell Crescent will turn the other roads above into virtual cup de sacs creating security risks for the elderly The roads above are not capable of being used to filter all the traffic onto them. They already have traffic calming to discourage use Has there been a visibility assessment done for the junctions for increased traffic How many cyclists are</p>	<p>Please refer to NTA's response to Issue 2 in this report.</p>	<p>O'Connell Avenue</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		envisaged to use the proposed routes versus the amount of disruption to a quite established community		
NTA-C14-895	Loss of Parking	<p>Yet again residents are coming out the worst in all this. The Turners cross area will become another concrete jungle like the failed “upgraded” Tory top junction.</p> <p>I strongly object to the removal of car parking for residents, the removal of trees in the area. The one way system in o’Connell road. The knock on affect for locals with regards increased traffic volume and the lack of parking is never taken into account. The lack of any information for people again is shocking. A poorly planned proposal yet again.</p>	Please refer to NTA’s response to Issue 1 in this report.	Evergreen Road
NTA-C14-895	Traffic Disruption due to Traffic Diversions / Increased Traffic	<p>Yet again residents are coming out the worst in all this. The Turners cross area will become another concrete jungle like the failed “upgraded” Tory top junction.</p> <p>I strongly object to the removal of car parking for residents, the removal of trees in the area. The one way system in o’Connell road. The knock on affect for locals with regards increased traffic volume and the lack of parking is never taken into account. The lack of any information for people again is shocking. A poorly planned proposal yet again.</p>	Please refer to NTA’s response to Issue 2 in this report.	O’Connell Avenue
NTA-C14-901	Traffic Disruption due to Traffic Diversions / Increased Traffic	I want to put in an objection to the bud connects proposal for turners cross area. Completely unmanageable levels l’ve traffic and parking congestion already in the area. This will be made a lot worse if this scheme goes ahead. Not practical for people in the area with chronic illnesses. Also a lot of elderly in the area.	Please refer to NTA’s response to Issue 2 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-910	Design	<p>As a resident and commuter who bikes to work across the city daily: The traffic levels on Evergreen Rd do not warrant cycle lanes; from the crossroads by the Church to Summerhill South, there are three sets of lights. There is a lollipop man in peak morning traffic to physically stop traffic for children going to school. I have never had an issue cycling behind/in front of cars. As for your proposed cycle lanes on Evergreen Rd, if they came about, most cyclists would ignore them and stay on the road as they would slow you down significantly by forcing you to cut across traffic twice for a 300m stretch. It is a ridiculous layout - see https://road.cc/content/feature/why-dont-cyclists-use-cycle-lanes-267164 for things to avoid in your plan-making.</p>	<p>Please refer to NTA's response to Issue 4 in this report.</p>	Evergreen Road
NTA-C14-910	Loss of Parking	<p>As a resident living on the southern side of Evergreen Rd, removing the residents' parking on the northern side of the street is unacceptable. In the context of public amenities, it will negatively impact: People attending the GP surgery. People picking up prescriptions at the local pharmacy. People attending mass. Parents dropping off/collecting children to school. It will add to congestion for all local residents as people spend more time looking for limited on-street parking. This will be further constrained by the additional pressure placed on the locality due to your envisaged plans.</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-910	Environmental Impacts	<p>In general: Compliance with Planning Policies: The proposed development does not align with several of Cork City Councils development plans.</p> <p>Environmental Impact: The impact of the proposed development will have a negative impact on one of the few private wildlife habitats in the locality. Replacing a site of wild trees, hedge grows, and grassland with a car park will have an environmental impact (unassessed as of now, but tarmac is hardly better).</p> <p>Traffic and Infrastructure: The impact on traffic congestion, transportation infrastructure, and public amenities like roads, public transport, schools, healthcare facilities, and utilities will be significantly worsened for residents, also for those trying to use local amenities.</p> <p>Visual and Cultural Impact: The visual impact of the proposed development on the landscape, historical sites, protected views, and cultural heritage is at odds with Volume 3 Specific Built Heritage Objectives "Turner's Cross ACA is essentially a long historic street lined with predominantly single-storey, 3 bay, vernacular cottages which originally had long rear gardens. This area was the once rural market garden for the historic city, as can be seen in the First Edition OS map." You plan to demolish one of the market garden shops and put in a car park. This raises concerns about the area's visual or cultural character being significantly compromised.</p> <p>Social and Community Implications: The potential social and community implications, such as impacts on local residents, amenities, public services, and quality of life, are considered. The proposed plan adversely affects the local community, for a</p>	<p>Please refer to NTA's response to Issue 7 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>few hundred metres of cycle lane that are unnecessary for the traffic levels experienced, less so if buses are rerouted through the link and all for a bike lane cyclists will only use in one direction, at best.</p>		
<p>NTA-C14-911</p>	<p>Loss of Parking</p>	<p>It has come to my attention that there is a plan to install a cycle lane and put an end to parking along the school side of Evergreen Road from Summerhill South to the Kinsale Road As a concerned resident of the neighbouring area I wish to voice my objections.</p> <p>There seems to be an idea that people in this neighbourhood can cycle everywhere or bus everywhere and have no need of cars. There also seems to be an impression that we don't get windy and rainy weather when cycling becomes a nightmare. Currently with the development of the apartments at the top of evergreen road where residents are not allowed a car space , we are seeing increased congestion in the area This area is an old established area with many elderly residents with mobility issues my own mother included. Cycling is not an option for many in this area and cars are a necessity for many. I myself have osteoarthritis work 15 km outside the city and work irregular hours. There also seems to be a mistaken idea that the majority of workers have hybrid working or can work</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>from home. Again for me my car is a necessity and I have invested in a hybrid car to try to be more eco friendly.</p> <p>By installing the proposed cycle lane in evergreen road , you will increase the parking congestion in the surrounding areas. it will also cause a detrimental effect on the small businesses e.g. Pharmacy ,Doctor and dentists surgeries in the area, or for residents who may wish to upgrade their homes if parking is not available for workmen. if customers and patients with mobility issues can't park, these local businesses will be forced to move the area leaving the area devoid of vital service</p> <p>Cycle lanes have no benefit to this area, traffic lights and pinch points ensure that cars do not travel fast</p> <p>I urge you to listen to the local residents concerns and reconsider this proposal.</p>		
NTA-C14-915	Loss of Parking	<p>I am a resident and a home-owner in Evergreen Road. This is not an observation. This is a complaint. I AM AGAINST THIS PROJECT.</p> <p>Move the Bus connect route away from Evergreen Road. Do not take away our parking spaces. Do not kill our community.</p>	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road
NTA-C14-944	Loss of Parking	<p>As a resident of Turners Cross for many years and owner of a property on Evergreen Road I am against the removal of parking on Evergreen Road,it would be a disaster for the residents and businesses in the area,there is also a large primary school on the road which would be affected.There is no alternative parking available nearby.</p>	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-951	Alternative Solutions	<p>Alternative Solutions</p> <p>Instead of removing parking spaces, I urge the National Transport Authority and Cork City Council to explore alternative solutions to promote the symbiotic coexistence of bicycles and cars without the need for separate cycling lanes. Below are some successful examples from other European cities.</p> <p>Groningen, Netherlands: Groningen has achieved remarkable bicycle and car coexistence without relying heavily on separate cycling lanes. The city prioritizes traffic-calming measures, such as reducing speed limits, implementing traffic calming techniques, and creating shared spaces where pedestrians, cyclists, and motorists interact safely. This approach has resulted in a city where cycling is the dominant mode of transport, and parking facilities for both bicycles and cars are well-distributed throughout the city.</p> <p>Freiburg, Germany: Freiburg promotes a bicycle-friendly environment by integrating cycling infrastructure within the existing road network. Instead of separate cycling lanes, the city has implemented traffic calming measures, including lower speed limits and traffic diverters. As a result, cycling and driving coexist harmoniously, with ample parking spaces for both bicycles and cars available in various locations.</p> <p>Copenhagen, Denmark (historic areas): In Copenhagen's historic areas, narrow streets and limited space make separate cycling lanes challenging to implement. However, the city has achieved successful bicycle and car coexistence by adopting traffic-calming measures and prioritizing pedestrians and cyclists. Motorists and cyclists share the road, and reduced speed limits create a safer environment for all road users. These examples demonstrate that it is possible to achieve a balanced and</p>	Please refer to NTA's response to Issue 3 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>symbiotic relationship between bicycles and cars without the exclusive use of separate cycling lanes. By implementing traffic calming measures, reducing speed limits, and prioritizing the safety of pedestrians and cyclists, we can create a more harmonious and inclusive transportation system on Evergreen Road.</p> <p>Another alternatives include implementing a permit system for residents, promoting off-street parking options, or constructing additional parking facilities nearby.</p> <p>I kindly request that you give careful consideration to the concerns raised by the residents of Evergreen Road and neighbourhood and take them into account when making decisions regarding the removal of parking spaces. It is essential to find a balanced solution that addresses the needs of both the community and those who heavily rely on their private vehicles for transportation.</p> <p>Thank you for your attention to this matter. I trust that you will take these objections seriously and carefully assess the potential impacts of the proposed parking space removal.</p>		

<p>NTA-C14-951</p>	<p>Loss of Parking</p>	<p>I am writing to strongly object to the proposed installation of a cycling lane by Bus Connects Cork which would lead to the removal of parking spaces on Evergreen Road, from Summerhill South to the Kinsale Road.</p> <p>I understand the need to promote sustainable transportation and improve cycling infrastructure, but I believe that this particular initiative will have an adverse impact on the well-being and quality of life of the residents in our community. The removal of these parking spaces would exacerbate the existing parking congestion issue in the area and negatively impact those who heavily rely on their private vehicles for their daily transportation needs.</p> <p>I urge you to reconsider this decision for the following reasons:</p> <p>Parking Congestion: Evergreen Road and the surrounding areas already suffer from parking congestion. Removing parking spaces would cause inconvenience, frustration, and unnecessary stress for the residents.</p> <p>Elderly Residents' Mobility: Many of the residents in our neighbourhood, especially the elderly, rely on their private vehicles for their mobility. They require their vehicles to access essential services, visit healthcare facilities, and maintain their independence. Removing parking spaces without providing suitable alternatives would significantly limit their ability to meet their daily needs and could isolate them from their support networks.</p> <p>Safety Concerns: The removal of parking spaces may lead to increased traffic congestion as drivers search for limited parking options. This could result in traffic hazards, unsafe manoeuvring, and potential accidents. The safety of our residents, including pedestrians and motorists, should be a priority in any decision involving changes to the parking infrastructure.</p> <p>Community Well-being: Our quiet neighbourhood has long been a peaceful haven for its residents, providing a sense of security and familiarity. The removal of parking spaces and potential increase in traffic</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>
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could disrupt the tranquillity and peaceful atmosphere that our community cherishes. Preserving the well-being and quality of life for all residents should be of big importance.

Examples of negative impact due to the removal of parking spaces

Madrid, Spain One example of proven negative results from the removal of parking spaces in a European city is the case of Madrid, Spain. In an effort to reduce traffic congestion and promote alternative modes of transportation, the city implemented a policy known as "Madrid Central" in 2018. This initiative involved restricting access to private vehicles in certain central areas of the city and removing parking spaces. The removal of parking spaces in Madrid Central had several negative consequences, including:

Decreased business revenue: Local businesses, particularly those dependent on customer accessibility by car, experienced a significant decline in revenue. The limited parking options made it challenging for customers to visit shops and restaurants, leading to a decrease in visits and sales.

Increased parking congestion in surrounding areas: As parking spaces were removed in the restricted zones, drivers were forced to seek parking in the surrounding neighbourhoods. This resulted in increased parking congestion and difficulty finding available parking spaces in those areas.

Inconvenience for residents: Residents who relied on private vehicles for transportation faced difficulties in finding parking spaces near their homes. This inconvenience added time and frustration to their daily routines and increased the overall inconvenience of car ownership in the affected areas.

Negative impact on accessibility: The removal of parking spaces made it more challenging for individuals with limited mobility or disabilities to access services and facilities in the affected areas. Lack of convenient parking options hindered their ability to reach essential destinations, such as medical facilities or social

services. Shift to illegal parking practices: The scarcity of legal parking spaces led to an increase in illegal parking practices, such as parking on side walks or in prohibited areas. This further contributed to traffic congestion, pedestrian safety concerns, and a deteriorating urban environment. These negative results from the removal of parking spaces in Madrid highlight the importance of carefully considering the impact of such measures on local businesses, residents, and overall accessibility before implementing similar policies in other cities.

Bristol, UK In the city of Bristol, the implementation of a residential parking zone (RPZ) in certain neighbourhoods resulted in the removal of on-street parking spaces. This had a negative impact on residents and local businesses, leading to the following consequences:

Increased parking difficulties for residents: With the removal of on-street parking spaces, residents in the affected areas faced challenges in finding parking near their homes. This resulted in increased competition for limited parking spaces and reduced convenience for residents with vehicles. Negative impact on local businesses: The removal of parking spaces had a detrimental effect on local businesses that relied on customer accessibility by car. Limited parking options made it more difficult for customers to reach these businesses, leading to potential loss of revenue. Traffic congestion and displacement: The removal of parking spaces often resulted in vehicles searching for parking in nearby streets or areas, leading to increased traffic congestion and displacement of the parking issue to neighbouring residential streets. This created inconvenience and frustration for both residents and drivers in those areas. This example highlights the potential negative consequences of removing parking spaces in a UK city, including increased parking difficulties for residents, negative impacts on local businesses, and traffic congestion issues. It

emphasizes the importance of considering the potential repercussions and finding a balanced approach when implementing parking policies.

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Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-960	Loss of Parking	<p>I strongly object to the removal of parking spaces along the school side of evergreen road, and installing a bicycle lane from Summerhill South to Kinsale road as it will severely impact local businesses, health and medical facilities. it will impact parents abilities to drop and collect their children from school. this will also impact the elderly, vulnerable or disabled within our community as there will be lack of parking for their home helps, family or even medical emergency visits. people in the community with limited mobility will also be impacted with the loss of parking. local businesses will be impacted as their clients or customers will not have parking available, with this potential loss of earnings for the businesses, it could result in loss of jobs for people within the community. As this is an ageing community the proposal doesn't take into account their needs or facilities they may need and it takes their independence away. it will create more traffic congestion in the surrounding roads which is potentially dangerous for pedestrians and the local community. maintenance of peoples homes will be affected as tradespeople wont have space to park their vans or machinery. grocery deliveries will be impacted will the lack of parking. not all household are able to have a driveway on their premises so road parking is a necessity to them.</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>
NTA-C14-964	Loss of Parking	<p>I strongly object to the removal of parking spaces along the school side of evergreen road, and installing a bicycle lane from Summerhill South to Kinsale road as it will severely impact local businesses, health and medical facilities. it will impact parents abilities to drop and collect their children from school. this will also impact the elderly, vulnerable or disabled within our community as there will be lack of parking for their home helps, family or even medical emergency visits. people in the community with limited mobility will also be impacted with the</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>loss of parking. local businesses will be impacted as their clients or customers will not have parking available, with this potential loss of earnings for the businesses, it could result in loss of jobs for people within the community. As this is an ageing community the proposal doesn't take into account their needs or facilities they may need and it takes their independence away. it will create more traffic congestion in the surrounding roads which is potentially dangerous for pedestrians and the local community. maintenance of peoples homes will be affected as tradespeople wont have space to park their vans or machinery. grocery deliveries will be impacted will the lack of parking. not all household are able to have a driveway on their premises so road parking is a necessity to them.</p>		
<p>NTA-C14-991</p>	<p>Loss of Parking</p>	<p>I wish to object to the plan to strip away on street parking for the residents of Evergreen road, as this is my local area, I will speak about this area only. I live on [personal information redacted] which is only [personal information redacted] and know some of the residents affected. These people bought their houses in good faith with the understanding that they had somewhere to park their cars. Some of these residents are elderly and it is not an option to park somewhere that is not close to their abode. Can you picture an old lady who is not great on her feet carrying her shopping 2 or 3 streets from car to front door? Also, there is a Primary school on this street and, due to the lack of local school places available across the whole country, many parents do not live locally and are not on a direct bus route to the school so have no option but to drive their kids to and from school 5 days per week. These parents need to be in work at certain times anyway and do not have time for multiple bus journeys for school drop-off and trip to work and our city is not safe enough for Primary school kids to</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>use buses solo. Living nearby, I can attest that parking is already at a premium- it has been getting harder to find parking in recent years even though we pay for residents parking each year. Lots of non residents park in this area to access the city centre. If residents on Evergreen road lose their parking they will have no option but to fan out into adjoining streets to park but there simply is not enough spaces for everyone if this happens. Now I realise that the long term goal is to minimise car use around the city which is all well and good for people visiting the city centre and surrounds, however, I for example, live close to city centre, am an essential worker and must drive 15km outside the city to work and back and need to park my car, as is my right as a road tax payer. It is simply not good enough to say that we can use buses and we must reduce our carbon emissions. Of course we are all in favour of less emissions but I really think the first thing we should be investing in is more buses, many more. Our current fleet of buses are the most polluting of all city vehicles. In fact I tell my kids to hold their breath when a city bus passes by. It seems to me that the general populace has been sympathetic to Green ideals from the start but railroading people into a future vision that does not take individual lives and difficulties caused on board and that treats us as some kind of collateral damage in the war against climate change will be very, very counter productive and will actively turn people away from the Green movement. In fact, this is already happening. We must move forward together, if beaurocrats dictate to honest hard working people that they just must do without essential things they need to earn a living and to simply exist, people will react by being anti what should be a popular movement to improve lives, not ruin them.</p>		

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-994	Miscellaneous Issues	D	Noted.	All Route
NTA-C14-1068	Loss of Parking	<p>To whom it may concern</p> <p>I am writing to object to the proposed bus connects plan to put a cycle lane, removing parking from one side of Evergreen Road.</p> <p>I am a resident in the area, myself and my husband live on Lower Friars Road, off Evergreen Road which is a surrounding street in relation to the bus connects plan of putting a cycle lane on one side of Evergreen Road, which is full of cars every day, for residents, and businesses which with their parking permits they are entitled to park outside their properties. My road is an existing parking area for school drop off, match goers, and any other businesses/events in the area. My car has been blocked in on many occasions at school drop off/pick up time, this will lead to further issues when residents from Evergreen Road are unable to park outside their homes/businesses.</p> <p>It will cause much more congestion on these surrounding roads. Even without these additional cars requiring parking, ive seen south doc, ambulances and fire brigades struggle to access the area in emergency situations.</p> <p>It will be more difficult for tradespeople to work in our homes, as they wont be able to pull in/park outside in order to deliver large tools etc, or be able to put a skip outside any property. There are a lot of elderly residents in my road/surrounding areas that require home helps that wont be able to get parking, that would get groceries delivered, and if the driver cant park they would leave them outside without even thinking the person may not be able to carry the groceries inside. The phrase if its not broke don't fix it comes to mind when I</p>	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>read this plan as it will only create more traffic congestion in an area that already has traffic congestion at school drop off/pick up times, and match days/times, but functions relatively well outside of these times.</p> <p>I hope that this submission is given consideration in relation to our community and its needs, and the proposed plan is re-evaluated, so that residents, road users, bus users and cyclists can all be accommodated without a negative impact on residents as this plan is currently causing.</p> <p>Regards Irene & Frank Morrissey Concerned Residents</p>		
<p>NTA-C14-1084</p>	<p>Traffic Disruption due to Traffic Diversions / Increased Traffic</p>	<p>As a long time resident in Turners Cross, u completely disagree with stopping traffic using O'Connell's avenue and Friars road. My family need to be able to call to me on a daily basis, I am the full-time carer for my husband and need to see my family in case we need any help.</p>	<p>Please refer to NTA's response to Issue 2 in this report.</p>	<p>O'Connell Avenue</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-1114	Loss of Parking	<p>I reside on Evergreen Road and wish to have my concerns recorded and addressed in relation to Cork City/NTA proposals for cycle lanes in the Turners Cross/Evergreen Road area. Parking in our community is already under huge pressure, so plans to remove same to accommodate a small percentage of cyclists in this area are completely unnecessary. Schools, retail, businesses and residents exist in this area and are vital for our community. Your proposals without any form of compensatory nearby parking facilities are unreasonable, put our community at risk, and are "unsustainable" in what Cork City is trying to achieve in its sustainable policies. The continued City planning policy of providing minimal parking with significant developments is not assisting the residents in the area. For example, the granting of planning for 38 residential units with a parking ratio of 0.25 (or similar) per unit, is leading to huge pressure and stress for people living in the area. Then, when the development is complete and residents/tenants are seeking places to park, the City hands out permits to those residents without a space, leading to huge pressures and difficulties for the community. The latest policy that we must abandon the private vehicle in the city is flawed. Attempts to try to replace it with a public transport system and other travel alternatives, are unrealistic, as much as unsustainable. By that I mean, Cork in European terms is a small city, or big town, with relative small distances to travel to dispersed destinations. The population does not exist, nor will it with predictions to 2045/50 of six million, to sustain such a shift. It will require a substantial allocation of public funds in the longer term at the expense of the taxpayer.</p>	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>In summary, I wish to object to the loss of parking in my area that is most definitely going to make my life and the lives of my neighbours, intolerable.</p> <p>Reduced speed limits, signage and public awareness will deal with the few cyclists that use this route.</p>		
<p>NTA-C14-1120</p>	<p>Supportive of Scheme</p>	<p>I am writing this submission as a resident who's life has been greatly improved by investments in public transport in recent years and who's life will improve many multitudes more if busconnects can be implemented successfully and fully by the NTA in Cork.</p> <p>Sustainable Transport Corridor H is a great idea and will improve accessibility for all to the city along with the wider busconnects plan. I hope planning will be granted to it as-is and will open up further opportunities for well needed investment in our public transport network.</p>	<p>Please refer to NTA's response to Issue 5 in this report.</p>	<p>All Route</p>
<p>NTA-C14-1137</p>	<p>Environmental Impacts</p>	<p>I am writing to express my deep concern and objection to the proposed Busconnects Cork project, specifically regarding its potential impact on residential areas, parking availability, and congestion. While I acknowledge the importance of improving public transportation, it is crucial to address the following</p>	<p>Please refer to NTA's response to Issue 7 in this report.</p>	<p>All Route</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>concerns before proceeding with the project. First and foremost, the proposed changes raise significant concerns for residents living in the affected areas. The construction and implementation of Busconnects Cork may lead to increased noise pollution, dust, and disruptions to the daily lives of residents. It is essential to take into account the potential negative impact on the quality of life for those living in close proximity to the proposed bus routes.</p>		
NTA-C14-1137	Loss of Parking	<p>Additionally, the removal of parking spaces without adequate alternatives is a major concern for residents who rely on private vehicles. Many households have multiple vehicles or specific mobility requirements that make alternative transportation options less feasible. The reduction in parking availability would result in increased difficulties and inconvenience for residents, especially when it comes to finding parking near their homes. It is crucial to ensure that the project does not disproportionately burden residents who depend on private vehicles for their transportation needs.</p>	Please refer to NTA's response to Issue 1 in this report.	All Route
NTA-C14-1137	Traffic Disruption due to Traffic Diversions / Increased Traffic	<p>Furthermore, the project's potential to exacerbate congestion in residential areas is deeply concerning. With the implementation of Busconnects Cork, it is crucial to conduct a thorough traffic impact assessment to understand the potential consequences on local road networks. The increased bus traffic and potential changes to traffic patterns may lead to further congestion, which would impact the efficiency and ease of commuting for residents in the affected areas. In light of these concerns, I strongly urge you to reconsider the current plan for Busconnects Cork. It is crucial to engage in a comprehensive and transparent dialogue with residents, local community groups, and transportation experts to address the potential negative impacts on residential areas, parking</p>	Please refer to NTA's response to Issue 2 in this report.	All Route

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>availability, and congestion. A solution that strikes a balance between improved public transportation and the needs and concerns of the residential community needs to be addressed. Thank you for your attention to this matter.</p>		

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<p>NTA-C14-1149</p>	<p>Loss of Parking</p>	<p>Submission Ref: Route H, Map 8: Evergreen Road</p> <p>International example shows us that by designating Evergreen Road as a 30kph zone from the Curragh Road junction to Summerhill South, alongside such measures as kerbside LED speed monitor signs and prominent signage re cyclists and the school crossing, we would have an effective solution to facilitating safer, integrated road use while preserving existing amenity. Compared with banning parking and introducing cycle lanes, the implementation of this well researched alternative approach in many UK and European cities has clearly demonstrated its greater success in achieving a higher uptake of cycling, while also bringing a significant reduction in cycling accidents.</p> <p>The relatively short, 545m stretch of Evergreen Road affected by CMATS' proposals already functions well for mixed usage. Because of the existing streetscape and infrastructure, we do not have a stream of traffic traveling at speed. The hill, the pinch-points, the traffic lights at the beginning, end, and middle of the road, plus the presence of the school, already serve to slow down traffic, enabling cyclists, buses and cars to coexist. Implementing additional traffic calming measures, such as those mentioned above, would be a simpler and much less disruptive way to achieve the goals of more people cycling and reducing cycling accidents.</p> <p>Research shows that with cycling there is safety in numbers. In Copenhagen between 1995 and 2010, for example, there was a 50% increase in cycling and a 400% reduction in cycling accidents. Socially disruptive, major infrastructural changes that significantly detract from local amenity, including banning parking in favour of introducing cycle lanes, have been shown in the UK and European cities to be less successful at promoting cycling, and consequently less effective at reducing accidents. Simpler, it turns out, is safer</p> <p>CMATS' proposed modifications to this short stretch of road</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>
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will have a disastrous effect on local amenity and the quality of life in our community. Alternatively, the simpler approach outlined above would integrate well with our quirky streetscape and, as demonstrated in the UK and Europe, yield the best outcome with regard to mixed road use and road safety while preserving the existing amenity of on-street parking.

Why introduce the intolerable stress and disruption of severe 24/7 parking congestion into our community when a more effective and thoroughly proven model exists?

Particular points of concern with regard to the current CMATS proposal:

Extreme 24/7 parking congestion resulting from the loss of dozens of on-street parking places in Evergreen Road would cause a ripple effect of displacement parking, negatively impacting all the surrounding streets. Most residents will be affected, whether they have a car or not.

The proposal to facilitate some new, off-road parking is noted, thank you. The proposed site, though, is relatively remote to the neighbourhood, and the isolated access and location raises personal safety concerns for some residents with regard to walking to or from the site, especially after dark. Extra parking in the area is much needed anyway. Ideally, existing parking spaces would be retained, and this extra plot made available too.

There is a concern that by losing so much on-street parking, local essential services will be compromised, and perhaps put in jeopardy. Of particular concern are the AllCare Pharmacy and the Evergreen Medical Centre, a multi doctor practice employing several support staff. Severe local parking congestion will make daily life permanently difficult for the staff of these vital facilities, and their users. Also, with a cycle lane running past the Medical Centre's door and parking congestion on the other side of the road, there will be no

nearby kerbside set-down for vulnerable, frail patients. Delivering in-home care to the frail, vulnerable, and elderly in our community would be negatively impacted. For many older or chronically ill residents, visits from family or professional home-care services are vital for them to continue living at home. How can adequate services to the vulnerable be guaranteed at any given time in the face of hopeless levels of 24/7 parking congestion?

How is taking the bus a practical option for the chronically ill, waiting at a bus stop in cold, wet, winter weather when they are most vulnerable? The crowded confines of public transport are unsuited to people who need to minimise their risk of infection, such as those who are immunocompromised, those with chronic respiratory disease, and others. Access to personal transport is an essential option for this cohort. The criteria for having a disabled parking space are very strict, and despite their need, few qualify. Severe 24/7 congestion would make life very difficult for the most vulnerable.

Public transport is simply impractical for people who commute to outlying industrial areas and offices beyond the city's periphery, as it is for people who work unsocial hours, starting or finishing very early or late. For these and many other workers, personal transport is an unavoidable necessity. 24/7 parking congestion will impose an intolerable strain on daily life.

If people are to be more dependent on public transport, where is the reliable, frequent, clean service that provides a safe user environment? Surely that should be put in place before our essential personal transport is pushed beyond the bounds of practicality. A time gap between infrastructural change and transport upgrades? Not feasible or fair in the absence of practical, personal transport

Despite the fine principles underlying CMATS's nationwide scheme, the proposed changes to our streetscapes and

		<p>infrastructure are utterly unsuited to the narrow, quirky, often mediaeval street layouts of Ireland’s provincial cities, including Evergreen Road in Cork. It has not been a great success in Dublin, even with its wide main roads.</p> <p>Please, CMATS, follow international example and implement the above lighter touch but proven effective approach in Evergreen Road and other similar locations. This would preserve amenity while also achieving the goals of increased uptake of cycling, and greater safety for cyclists and other road users. Happy, functional communities are what we need, which this simpler approach promotes.</p>		
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Submission Reference	Key Issue	Statement	NTA Response	Section
<p>NTA-C14-1157</p>	<p>Traffic Disruption due to Traffic Diversions / Increased Traffic</p>	<p>I am concerned about the cycle lanes along O’Connell ave, what’s happening about parking for residents, it’s already difficult and if the ruomered bollards are put in place, how will emergency services gain access?</p> <p>Regards Finnuala Hanley Doyle Rd Resident</p>	<p>Please refer to NTA’s response to Issue 2 in this report.</p>	<p>O’Connell Avenue</p>

DRAFT

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-1191	Loss of Parking	<p>I am writing this letter to express my strong objection to the BusConnects Cork proposal as it currently stands, which aims to make significant changes to the public transportation system in Cork. While I understand the need for improvements and advancements in public transportation, I believe that the current proposal fails to address several crucial concerns and may have detrimental effects on the community. The main areas of concern are</p> <p>Removal of on street Residents parking Increased traffic congestion due to the removal of lanes Firstly, the removal of parking spaces will have a detrimental impact on local businesses. As a resident and frequent patron of the establishments in our area, I have observed first hand how important accessible parking is for customers. Removing parking spaces would make it more challenging for people to visit local businesses, potentially leading to decreased revenue and even closure of some establishments. It is crucial to support the vitality and economic well-being of our community by ensuring adequate parking options.</p> <p>Furthermore, the proposed plan fails to adequately consider the needs of residents who rely on private vehicles for transportation. While public transportation may be a viable option for some, many individuals have specific mobility requirements or travel to areas not adequately served by the proposed bus routes. Removing parking spaces without providing viable alternatives will disproportionately inconvenience these residents, making it more difficult for them to access essential services and facilities.</p> <p>It is a misconception to think that if you live in the city you don't need a car. Residents in this area use their vehicles to commute to work in different parts of the city and county, for</p>	Please refer to NTA's response to Issue 1 in this report.	All Route

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>shopping, sporting events for themselves or for their children (some of which start at 5.15 in the morning 6/7 times a week when there isn't public transport available) Here are 4 locations that should be explored and the CPO powers could be used below Old convent grounds next to school on Evergreen Road The proposed off street parking on map 14 near the old evergreen pub The Eir (old telecom Eireann) building on Quaker Road Bus Eireann staff parking on Summerhill South and windmill road Moreover, the potential disruption to existing traffic flow caused by the Busconnects Cork project raises concerns about increased congestion and delays. Our area is already experiencing significant traffic issues during peak hours, and the proposed changes may exacerbate the problem. It is essential that comprehensive traffic impact assessments are conducted to ensure that the project does not result in further gridlock and inconvenience for commuters. I also want to highlight the potential accessibility concerns that may arise from removing parking spaces. Individuals with disabilities or limited mobility rely on accessible parking to access public spaces and services. It is crucial to ensure that adequate accessible parking spaces are preserved or relocated to guarantee equal access for all members of our community.</p> <p>In light of these concerns, I urge you to reconsider the current plan for Busconnects Cork and the removal of parking spaces. I believe it is crucial to develop a solution that addresses the goals of improved public transportation while also mitigating the adverse impacts on parking availability for residents and local businesses.</p> <p>At the end of the day commuters are only passing through our</p>		

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>community to get to their destination, the businesses and residents of the area will have to put up with the consequences of the decisions that are made. Busconnects and the NTA have a duty of care to the people of cork and to the businesses and residents of the area, therefore I would suggest that any proposed plan be tried for a number of months prior to full implementation.</p>		

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Submission Reference	Key Issue	Statement	NTA Response	Section
<p>NTA-C14-1194</p>	<p>Traffic Disruption due to Traffic Diversions / Increased Traffic</p>	<p>Being able to travel is an essential part of everyone’s livelihood. If you cannot travel then you cannot secure necessities, like food, and avail of amenities and entertainment, such as going to a concert or a match. The people of Cork’s ability to travel independently and efficiently would be compromised by a lack of parking and a severe increase in traffic congestion by the proposed amendments. While the proposed Sustainable Transport Corridor (STC) would indeed improve bus services that are in great need of advancement, this should not impact the livelihoods’ of the people of Cork. BusConnects' aim is to deliver an enhanced bus system that is better for the people, as well as the environment. While the proposed amendments will be better for the environment they would certainly not be better for the people of Cork. However with certain alternatives the people of Cork may benefit from this scheme. A proposed bus gate during the morning peak times at the start of Kinsale Road will lead to a dramatic increase in traffic congestion on the South Link Road, at these times. The motorists that have been diverted will be funnelled towards the South Link Road in order to get back onto the Kinsale Road via Mick Barry Road or the South Douglas Road exit. This will lead to tailbacks and increased traffic congestion at a time where traffic congestion is already at its crescendo. The proposal of removing a lane opposite the McDonalds on Kinsale Road will also lead to increased traffic congestion that is unnecessary. Traffic congestion already impacts the people of Cork City in an acute manner that is far from satisfactory. These plans that have been put forward regarding Kinsale Road would only serve to make the situation even worse and thus negatively impact the livelihoods of the people living in Cork.</p>	<p>Please refer to NTA’s response to Issue 2 in this report.</p>	<p>Kinsale Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-1194	Loss of Parking	<p>The plans regarding O’Connell Avenue and Friars Road will have a detrimental effect on entertainment venues such as Turner’s Cross Stadium and Cork Independent Park. O’Connell Avenue is to receive ‘Quiet Street Treatment’ which “may include directing cyclists along streets with minimal general traffic other than car users who live on the street”. While this definition is quite non-committal it seems to be clear that those attending a soccer match in Turner’s Cross, a concert or a rugby match in Cork Independent Park will not be able to park on O’Connell Avenue and Friars Road. This will remove two streets that have been used for parking. Residents in this area find it tough to find parking not to mention those attending the events mentioned above. Cork City Football Club’s own website directs supporters to find parking in residential areas but describes this parking as ‘restricted’ and ‘congested’. Cork is becoming a hub for more and more entertainment events and many people come from outside Cork to attend them. If an already limited supply of parking spaces is to be lowered then the goal of making Cork a better and more vibrant place to live will be unattainable. What ‘Quiet Street Treatment’ entails is rather unclear and could do with a more precise definition as terms like ‘general traffic’ are quite vague and it is not clear how the residents and their livelihoods will be affected by this proposal.</p> <p>The Sustainable Transport Corridor is going to remove approximately seventy six on-street parking spaces. Off-street parking has not been accounted for but it is safe to say that some off-street parking will also be removed. There is a substantial lack of parking for residents in the area of the proposed Sustainable Transport Corridor. For this new bus system to be better for the people of Cork the number of</p>	Please refer to NTA’s response to Issue 1 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>parking spaces removed will have to be given back to the people in alternative areas. The proposed alternative area on 27 and 28 Evergreen Road will not provide seventy six parking spaces. It seems at best that this area will be able to accommodate twenty parking spaces, but this seems unlikely. The old convent site directly across from 27 and 28 Evergreen Road, the old Telecom Éireann building on Quaker Road and staff parking spaces to the front and side of Bus Éireann on Summerhill South could be used to create the much needed parking spaces for residents. Parking is at a premium in Summerhill South, Evergreen Road, Listowel Avenue and Quaker Road and these alternatives would be able to accommodate residents and ensure that their livelihoods are not negatively impacted by this Sustainable Transport Corridor. On the whole the Sustainable Transport Corridor seems to be of great benefit to the environment, but the people of Cork cannot be forgotten. As it stands the Sustainable Transport Corridor will lead to a sizable increase in traffic congestion at peak times and a considerable reduction in parking spaces that are already in short supply. These outcomes are quite unsatisfactory and go directly against the goal of the scheme, to provide a bus service that is better for the people of Cork.</p>		

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-1211	Loss of Parking	<p>I am writing as a resident of Evergreen Road, Cork City in response to a proposal to remove parking on one side of Evergreen Road on a number of grounds as follows:</p> <p>Accessibility: Personal access: Removal of parking from Evergreen Road will directly impact access to my residence. As there is currently little availability of alternative parking, if parking were to be removed any future parking space that could be found would be a sizable distance away. This would make carrying any loads (ie. grocery shopping etc.) to and from the car exceptionally difficult or practically impossible depending on the volume and or weight. I have huge concerns about accessibility for my elderly and infirm neighbours and equally have huge concerns about my future accessibility as I age or where mobility becomes an issue.</p> <p>Lack of alternative parking: As it stands, there is little availability for parking on Evergreen Road for residents. If I move my car, I find myself searching for a space on my return and that is outside times when there is an event on such as a meeting/event in the school, funeral, match, school drop-off/pick up times. Even with the proposed additional car park, I feel that removal of parking on one whole side of the street will mean that residents would have little to no availability of alternative parking. So, not only would removal of parking directly affect residents of Evergreen Road, but it would also affect residents of the surrounding streets and negatively impact the availability of parking to them. The lack of alternative parking would also cause high levels of anxiety around finding a parking space every time I drive home.</p> <p>Maintenance: The provision of maintenance to my property will be directly affected as maintenance personnel would not</p>	Please refer to NTA’s response to Issue 1 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>be able to park within a reasonable distance to my property. Many of the properties on Evergreen Road are of an age where maintenance is required and indeed encouraged by Government. I feel that residents of Evergreen Road could be unfairly discriminated against if maintenance personnel avoid taking on jobs due to the lack of parking within close proximity to a property.</p> <p>Deliveries: Removal of on street parking will directly impact deliveries to my property as they would not have availability of parking within a reasonable distance from my property.</p> <p>Devaluation of property: The removal of parking on the street outside my property would, without doubt, devalue my property.</p> <p>Local businesses: I am hugely concerned that the businesses located on Evergreen Road would be negatively affected by the lack of customer parking and could cause closures, which would not only be devastating for business owners but would also be devastating for the area.</p> <p>Speed: It is my observation that traffic tends to travel at greater speeds on roads that are devoid of 'obstacles' such as parked cars. If parking were to be removed, the speed of traffic on the road would increase making it very dangerous for all pedestrians - particularly for primary school children accessing the local school and for the elderly.</p> <p>Safe city environment: It is proven that city centre residents, simply by living in the city, make for a safer city environment. It is not feasible for every city centre resident to not own a car. Therefore, while bus and bicycle infrastructures are needed, a proportionate amount of residential parking is also required.</p>		

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-1218	Loss of Parking	As a resident in Evergreen Road having the idea of losing parking space is mad. When there is a Cork City match since 5 pm there is no parking the same as Musgrave.	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road
NTA-C14-1218	Design	I also have concerns about the cycle path turning up O'Connell Avenue. The main bike traffic along our street is heading from Summerhill to Douglas. The detour up O'Connell Avenue is unlikely to work as people will take the shortest route. A good example is the bad planning for the Aldi store in Ballyphehane on the junction of Kent road and Tory Top road , which is a complete failure , these roads have become more dangerous for both cyclists and drivers. It is a catastrophic plan , poorly thought out .	Please refer to NTA's response to Issue 4 in this report.	O'Connell Avenue
NTA-C14-1230	Alternative Solutions	The proposed bus corridor along the Kinsale Road will restrict access and egress from Slieve Mish Park. The traffic which is proposed to be diverted will seek an alternative route to the Woodies site and McDonald's further compounding the chaos currently experienced. Given the fact that there will be no continuous corridor in either direction benefits would be lost as buses need to remerge with car traffic. A straight run down the St Link Road terminating in Parnell Place is a far better option. The Park & Ride has operated successfully for many years on that route.	Please refer to NTA's response to Issue 3 in this report.	Kinsale Road
NTA-C14-1230	Traffic Disruption due to Traffic Diversions / Increased Traffic	The proposed bus corridor along the Kinsale Road will restrict access and egress from Slieve Mish Park. The traffic which is proposed to be diverted will seek an alternative route to the Woodies site and McDonald's further compounding the chaos currently experienced. Given the fact that there will be no continuous corridor in either direction benefits would be lost as buses need to remerge with car traffic. A straight run down the St Link Road terminating in Parnell Place is a far better	Please refer to NTA's response to Issue 2 in this report.	Kinsale Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		option. The Park & Ride has operated successfully for many years on that route.		
NTA-C14-1231	Loss of Parking	Any loss of on street parking on the proposed route will cause difficulty for residents on the route but also for those in nearby areas. We already have double yellow lines on our road which limits parking, this proposed plan will further limit this.	Please refer to NTA's response to Issue 1 in this report.	All Route
NTA-C14-1302	Design	<p>In general I am very supportive of this design and the improvements to pedestrian and cyclist facilities. The proposed permeability filters on O'Connell Avenue are great features, please keep them in the design. These should be permanent and not easily removed people who wish to drive down these roads. For example a rising bollard to retain emergency access.</p> <p>Please be sure to retain all the trees that are identified in the plans, especially along the South Link Road. These provide the only shelter and noise absorption from the busy national road for local residents.</p> <p>The new bus only streets in Map 13 are excellent, please retain these, though taxis should not be allowed to use these streets, taxis are not sustainable modes of transport.</p> <p>Please change the junction design at Evergreen Road and Friars Road. No cyclist will use the strange detour to the left before crossing the road at the lights. Please continue the cycle lane so that it is possible to join directly opposite Friars Road.</p>	Please refer to NTA's response to Issue 4 in this report.	O'Connell Avenue
NTA-C14-1302	Supportive of Scheme	As a local resident I fully support the decision to remove some parking spaces from Evergreen Road. I cycle on this road regularly and parked cars on this narrow road make cycling dangerous, as there is not enough room for drivers to safely overtake due to the amount of constant oncoming traffic, and	Please refer to NTA's response to Issue 5 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>they usually choose to overtake dangerously rather than wait. The addition of a bidirectional cycle lane is excellent, though the design of the junction with Friars Road is not optimal. It would be more natural to join the quiet street directly across from Friars Road where the bus stop is rather than skewways to the side.</p>		
<p>NTA-C14-1306</p>	<p>Alternative Solutions</p>	<p>As a cyclist and motorist living on Evergreen Road, I am vehemently opposed to removal of parking, bollards in O'Connell Avenue or diversion of traffic system, none of which are necessary to incorporate a cycle lane. Having cared for ageing parents with A&E visits, it was virtually impossible to manoeuvre them from the door to the car outside our house , often in the pouring rain. As a motorist, I've seen cyclists mount footpaths, which car-drivers and pedestrians curse. As a cyclist, however, I've seen the risks to cyclists from cars, having been at the receiving end of drivers twice in one week! Cycle lanes remove cyclists from footpaths. Please see photo of cycle lane at a major thoroughfare, namely the Wilton roundabout in Cork suburbs. I use this regularly. At its widest section it is 2 feet wide and offers ample protection. Evergreen Road can, if absolutely necessary to European progress, accommodate a cycle lane of this width on the opposite side from the schools, medical centre and chemist on the enormously wide steps and footpath. This can be cut inside the car area with no obstruction to parking. As Europeans we are moving towards sustainability. However, you cannot show someone how to swim then expect them to dive into the deep end. Change has to be gradual - owning cars to removing parking is not realistic. Please plan this with fair consideration of the daily lives of those living in the city areas.</p>	<p>Please refer to NTA's response to Issue 3 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-1319	Loss of Parking	I dont want this as it will affect business on evergreen road and also there will be no parking for those business to function etc	Please refer to NTA’s response to Issue 1 in this report.	Evergreen Road
NTA-C14-1324	Alternative Solutions	It is therefore the opinion of daa plc, on behalf of Cork Airport, that the BusConnects Cork Sustainable Transport Corridors should reflect and reiterate this position of the Airport as a ‘crucial economic driver’ for the city and the region to be supported, as suggested by the RSES for the Southern Region, by the appropriate level of public transport service provision necessary to enable the co-ordinated and sustainable development of the Airport as mandated by national, regional and local planning policy. Specifically, we request (again) that consideration be given to STC H (Airport Road to City) and its extension to Cork Airport. In addition, we append our original submission to Round 1 of the Public Consultation and refer again to the key observations therein.	Please refer to NTA’s response to Issue 3 in this report.	Kinsale Roundabout to Airport
NTA-C14-1368	Supportive of Scheme	Tramore Road Junction The upgrade of the junction with the Tramore Rd is a significant safety improvement over the existing configuration and much welcomed.	Please refer to NTA’s response to Issue 5 in this report.	Kinsale Rd/Tramore Rd Junction
NTA-C14-1368	Design	Kinsale Road. Cork Cycling Campaign welcomes the provision of a uni-directional cycle lane each side with a high quality segregation and 2.0m width in line with best practice on the Kinsale Road. One improvement that we suggest is to consider how cyclist from side roads can join the STC by crossing the road and turning right. On certain housing estate entrances such as Slieve Mish Park and Mercier park , a cyclist is unable to make this manoeuvre due to the kerb at opposite side. We suggest options such as light segregation or a dropped kerb be	Please refer to NTA’s response to Issue 4 in this report.	Kinsale Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		considered to allow for access to the cycle lanes at these locations.		
NTA-C14-1368	Supportive of Scheme	O'Connell Avenue/Friars The use of filtered permeability on O'Connell Avenue is much welcomed by the campaign as we believe this is a measure which is under utilised in the scheme overall. It is vital that Filtered permeability is retained for this section through to final designs. It is a significant safety enhancement on quiet street treatment and provides for a much more comfortable and attractive route for cycling.	Please refer to NTA's response to Issue 5 in this report.	O'Connell Avenue
NTA-C14-1368	Supportive of Scheme	Summerhill South Cork Cycling Campaign welcomes the addition of high quality & best practice 2.0m wide protected cycle lanes on Summerhill south.	Please refer to NTA's response to Issue 5 in this report.	Summerhill South
NTA-C14-1368	Design	South Douglas Rd Cycle lane & Bus lane on Bridge over South Link Rd This short section of bus lane transitions to a cycle lane in an unusual way that is not described in national guidelines and standards. This is similar to the existing configuration and can cause confusion and potential for conflict between the largest road user and the most vulnerable. We suggest that given limited space available a clearer solution is to provide a cycle lane from the junction with the exit road to the South link road , to the junction with Capwell road	Please refer to NTA's response to Issue 4 in this report.	South Douglas Road
NTA-C14-1368	Design	Two Way Cycle lane width The cross-sectional image of the Airport rd shows the two-way cycle lanes width is 3.0m. We believe this is too narrow given the higher speeds cyclist can generate at going downhill and the length of the route down to Kinsale Road roundabout. We	Please refer to NTA's response to Issue 4 in this report.	Kinsale Roundabout to Airport

Submission Reference	Key Issue	Statement	NTA Response	Section
		suggest the cycle lane width is increased to 4.0 m in line with best international practice.		
NTA-C14-1368	Design	Side Roads priority Airport rd Cork Cycling Campaign welcome the provision of a high quality segregated bi-directional cycle lane on the airport rd. One design aspect that we would request to be addressed at design stage is the continuation of red surface colour on the cycle lanes through side road junctions to clearly indicate priority for cyclist. This is in line with National Manual Guidelines manuals and would be consistent with cycle lane treatment at side road junctions further along the scheme at the Kinsale road.	Please refer to NTA's response to Issue 4 in this report.	Kinsale Roundabout to Airport
NTA-C14-1368	Design	Junction at Bull McCabes We suggest an improvement to the Bull McCabe junction would be to provide safe segregated crossing to the Ballycureen Rd. This would provide for future connectivity to the planned Frankfield/Grange active travel upgrade and a link from the south east suburbs to the airport.	Please refer to NTA's response to Issue 4 in this report.	Kinsale Roundabout to Airport
NTA-C14-1368	Design	Use of Shared Space and Toucan crossings at Kinsale Road roundabout. There is extensive use of shared space on the cycle lane route through the Kinsale Road roundabout. The current version of the National Cycle Manual , and the recently released draft new version , both indicate that shared space is to be avoided as much as possible in urban areas, and separate space for pedestrians and cyclist should be provided where possible. We believe there is sufficient space on the Kinsale roundabout for a fully segregated best practice cycle lane through the junction linking to the Kinsale Road cycle lanes, without the need for shared space	Please refer to NTA's response to Issue 4 in this report.	Kinsale Roundabout to Airport

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-1368	Design	<p>Link to existing Togher Greenway</p> <p>The Togher Greenway linking Kinsale Road to a Doughcloyne is a very popular route for walking and cycling locally. We suggest there is an opportunity as part of the scheme to upgrade the entry and exit point to make it a more accessible and attractive local active travel route. Improving the access point here would encourage more use of this route for short local journeys and recreation.</p>	Please refer to NTA's response to Issue 4 in this report.	Kinsale Road
NTA-C14-1368	Alternative Solutions	<p>Link to Tramore Valley Park</p> <p>The scheme provides a short section of two way cycle lane on Mick Barry road which appears to serve the Black Ash Park and Ride. Cork Cycling Campaign request consideration be given to extending the two way cycle lane to provide a safe crossing to Tramore Valley Park. While we aware the purpose of BusConnects is not to deliver a complete Cork Cycle Network plan, and that plans are underway for a connection from the Togher greenway, we believe this would be a good opportunity to provide added connectivity to and from the STC from a major trip generator and very popular park in the area. A connection into the Tramore Valley Park would also allow for further onward journeys to Douglas and further east.</p>	Please refer to NTA's response to Issue 3 in this report.	Tramore Valley Park
NTA-C14-1386	Bus Network / Infrastructure	<p>Objection to the proposed bus stops on Summerhill South outside Morningside. This is too near the very busy traffic lights and will back up traffic. Also it is outside listed buildings. Electric buses should replace the noisy double deckers.</p>	Please refer to NTA's response to Issue 6 in this report.	Summerhill South
NTA-C14-1386	Loss of Parking	<p>Objection to the reduced car parking on Evergreen road. Already there are not enough spaces as there is no parking allowed on Summerhill South.</p>	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road
NTA-C14-635	Loss of Parking	<p>I am a 73 year old woman living in [personal information redacted] evergreen road. I am in bad health. My daughter comes regularly with my shopping and needs to be able to park</p>	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
		near my house to drop off shopping and drop me to appointments as my mobility is poor. This is causing me great stress and anxiety.		
NTA-C14-1333	Loss of Parking	I don't see how this will benefit the area to close off parking in the street for a cycle lane , , it will effect local business , no where to park , we have a doctors surgery on the road , schools , no where for trades people to park to service the property's to carry out work . It's just not acceptable .	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road
NTA-C14-1434	Loss of Parking	My son Ross McGovern purchased the above property in July 2022. Considerable works have been carried out since last July which will be finished by the end April 2023. Recently letter from NTA, dated 28-Mar-2023 was delivered to the above address. This is the first time he had any notification of any potential works to his premises. He is very upset to find out at such a late stage. As the proposed access and parking will directly affect the property we would like to know the following: The detailed design for the proposed development and the structural impact on No. 28. Whether designated parking will be included for the No. 28 in the new parking to the rear. Plans to alleviate the obvious noise levels that will be caused by the traffic. As Ross is currently working on a project in Holland until June 2024, he asked me to try to resolve this. Thank you in anticipation of a speedy reply. Yours sincerely, Chris McGovern (acting on behalf of Ross McGovern)	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
<p>NTA-C14-1435</p>	<p>Loss of Parking</p>	<p>I am writing in regard to anguish, anxiety, distress and distraught and anger which one proposed cycle lane is causing to the resident on Evergreen Road.</p> <p>At it currently stands, car parking spaces are under pressure when there is a funeral on in the local funeral home, there is always extra cars trying to park on Evergreen Road. The Primary School on Evergreen Road – People are always dropping all and collecting their children at various times during the day on Evergreen Road. To have no parking on Evergreen Road would provide a dangerous situation. There are a lot of matches and stadiums on in Turner’s Cross. It is other difficult to get car parking in Evergreen Road as the people at the matches park their cars here.</p> <p>A neighbour of mine has 3 young children. She can’t manage a buggy and 3 young children and their belongings if she has to park very far away. We discerned, both as.... How we are nervous about... car spaces won’t be available at night-time.</p> <p>We are nervous walking back to our house at night-time in the dark alone with our cars parked very far away, we will be nervous for our safety.</p> <p>We have paid car permits to park here. We should be given car spaces for this. There simply won’t be enough room for everybody’s cars/ This is causing an incredible amount of stress on all the residents.</p> <p>I have a respiratory condition and sometimes the nurse call to my house. It is causing a lot of fear that she won’t be able to park and will she be able to keep coming to my house.</p> <p>It will be very hard to have trades people come and fix problems in our homes. They will be unwilling to come if they can get parking, our homes will fall apart.</p> <p>People like me need a car space near our house because of</p>	<p>Please refer to NTA’s response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>health conditions. We can't walk very far and can't always stand in the Waiting for buses, it causes sickness in our chest.</p> <p>The local people who have lived here all our lives will suffer. This cannot happen, there has to be enough parkin for everyone.</p> <p>A very concerned Evergreen Road Citizen.</p>		
<p>NTA-C14-1436</p>	<p>Access to Property</p>	<p>Dear Sir Madam</p> <p>Firstly, Ferrero Ireland supports the overall proposal of improving the public transport infrastructure within the city from both an environmental and sustainability perspective. However, we have several observations, concerns we would like to raise regarding the STC-H Route and how it could negatively impact our plant., its business and employees. Our main concern is how this proposal could have a major bearing on both access egress to the plant from the Kinsale Road N27.</p> <p>Point 1. Filter lane from the airport traffic for turning right into the plant has been removed. We estimate more than 50% of our employees uses this lane every day, 7 days per week. We need to maintain this access in a way that doesn't negatively affect our employee's safety or that of other road users using this route to the city.</p> <p>Point 2. It is unclear of out access to turn right from the plant</p>	<p>Please refer to NTA's response to Issue 11 in this report.</p>	<p>Kinsale Roundabout to Airport</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		to the city will be affected or not. Daily, we have multiple articulated vehicles and employee traffic leaving and entering the site towards the city. If this access to the Kinsale Road us restricted due to these changes it would have a negative effect out our supply chain both in and out of the plant along with the additional travel times of our employees.		
NTA-C14-1436	Traffic Disruption due to Traffic Diversions / Increased Traffic	Point 3. Increased traffic flows due to a new development in the area plus the reduced space for regular traffic on the Kinsale Road N27 as outlines in the draft proposal will add to the traffic congestion on all the main routes in the area with access to the N40 i.e., Airport Road/ Frankfield Road and Forge Hill which area already heavily congested during the4 day.	Please refer to NTA’s response to Issue 2 in this report.	Kinsale Roundabout to Airport
NTA-C14-1436	Bus Network / Infrastructure	Point 4. Having reviewed the demographic of our employees we note that most are not able to utilise these new corridors. Where possible Ferrero already provide a private bus service to the plant due to the lack of options available. None of the new proposal would change this significantly.	Please refer to NTA’s response to Issue 6 in this report.	Kinsale Roundabout to Airport
NTA-C14-1436	Proposed Land Acquisition	Point 5. The new proposal shoes the requirement on route K for land to be purchases from Ferrero Ireland Ltd. At the back of our site. Addition consultation as discussed with the project team is needed to fully understand the consequences for both parties prior to route selection. We look forward to discussing our concerns with the relevant authorities and finding practical solutions to theses issues chich we are confident there are.	Please refer to NTA’s response to Issue 10 in this report.	Kinsale Roundabout to Airport

Submission Reference	Key Issue	Statement	NTA Response	Section
<p>NTA-C14-1517</p>	<p>Traffic Disruption due to Traffic Diversions / Increased Traffic</p>	<p>Having reviewed some of the new detail of the STC H I have major issues with the intention of making a one way on O Connell Avenue.</p> <p>A limited approach would be to remove parking (put a cycle lane at the start of O Connell Avenue up to Derrynane road, while maintaining 2-way traffic. I realize this contradicts a later point I make regarding the business at 47A, but I am trying to make compromises/suggest workable solutions and not make the area for residents more dangerous.</p> <p>If you visited this area during a match or during school time as well as funerals you would see this becomes a car dumping ground. If there is no way out other than the Friars road/ Evergreen road intersection then all cars are going to go up one of the 4 hills off O Connell Avenue- Derrynane / Doyle/ Father Mathew/Friars road. None of these roads currently are easy or suitable to drive up or down due to the inability to pull in.</p> <p>The current proposal moves a problem further up the avenue and up hills and this will lead to an increased traffic and increased parking demand in these areas. Also, there is a business who will be directly affected at 47A O Connell Avenue if any parking is to be lost and they will go out of business Curragh road as it is has a bike lane on the LHS past the Funeral home that is sufficient to cater for bikes and is at the end of the bus route. Nothing needs to be done at evergreen road as there is already a bike lane from Turners cross tavern to the Beer garden and none of this road is subject to the Bus corridor STC-H</p> <p>I wish my objections to be taken seriously and reviewed professionally. Not a tick box exercise as has happened in the past</p> <p>I await a proper traffic impact assessment on the residential</p>	<p>Please refer to NTA's response to Issue 2 in this report.</p>	<p>O'Connell Avenue</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>area of O Connell Avenue and would like to point out that the intersection by Aldi despite 100s of objections has infact gone ahead and there has already been dozens of crashes. The whole idea of this intersection renewal was to make the intersection safer, but I am hearing that the intention was only to make it safer for pedestrian's and not everyone. The bus Stop is placed in a bike lane where there was room for a layby for the bus.</p>		
<p>NTA-C14-1518</p>	<p>Loss of Parking</p>	<p>NO TO AIRPORT ROAD BUS GATES SAVE LOCAL BUSINESSES SAVE PARKING ON THE STREETS FOR RESIDENTS, SCHOOLS, PHARAMACY AND FOOD BUSINESS ACCESS</p> <p>You are taking away people’s accessibility to their homes, and destroying local businesses. Where will parents collect their children?, where will residents park their cars?, where will people park when supporting local businesses?</p> <p>We are living in IRELAND. There are VERY few people who even cycle of the weather and that is something that you can never change. This is absolutely ridiculous look what happened to cork city. You have stopped the traffic coming into the city and it is absolutely dead. Destroying to businesses and the people. I hope that every single person at bus connects do not have a</p>	<p>Please refer to NTA’s response to Issue 1 in this report.</p>	<p>All Route</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>car. How would you feel if we take away your parking space in front of your house? How would you feel if the main attraction to your business is relying on customers coming in to the shop? Where will they park ? This is absolutely not suitable long term. The accessibility of your car starts from when you step outside of your home and you can get directly from point a to b. Even with the proposal the bus is not accessible to everyone and if so people would require to take more than one bus to their final destination. To and from where they are going. This proposal is outrageous.</p>		

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Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-1519	Loss of Parking	<p>In addition, the group maintains its objection to the removal of on-street parking adjacent to our properties which adversely impact our family and friends parking options when visiting, — major point of concern (...)</p> <p>4. On street parking for all residents is not visible on Map 8-- page 42 June 2022 presentation and not on the March 2023 presentation Map 8-- Page 35. — This is a major issue for the Curragh Road residents for their immediate family members and visiting friends. (...)</p> <p>7. On road parking removed for residents — no designated proposed parking areas forefected residents on Map 8 page 42 June 2022 presentation, similarly none on the March 2023 revised presentation document— major source of concern must be resolved to the satisfaction of all residents (...)</p> <p>10. We have one national school (amalgamated) and two secondary schools in close proximity to the Curragh Road, parents of the children use the Curragh Road's allowable parking zones as collection points for their children Mon to Friday, while this can be a temporary nuisance at times for the Curragh Road residents it is not a major issue, however your STC Corridors Project does not appear to include a temporary parking alternative for these parents. ----- STC/BusConnects need to consider this and also consider the impact the proposed changes will have on Soccer match days and removals from the local undertakers. In addition to points 1/2/3/7/8 & 9 above the increased volume of traffic + the addition of rapid transport and the increased impact of pollutants on the Curraqh Road will have a health & safety</p>	Please refer to NTA’s response to Issue 1 in this report.	Curragh Rd

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>issue for the young school children (including grandchildren & children of the residents) using our residential area on their way to and from school. Your proposal does not seem to have a "duty of care" towards its citizens, —major source of concern. Regarding parking on the Curraqh road refer to 4 above and attached photos</p> <p>11. Please note the following: Monday May 23rd soccer matches/tournament.</p> <ul style="list-style-type: none"> • Two different times of the day refer to photos: 14:33hrs & later in the evening 20:22hrs • On Street parking of team bus — Refer to attached photo • On Street parking of cars belonging to attendees — - refer to attached photo <p>Group Comment: Has the MSL (Munster Senior League) owner of Turners Cross Stadium made a submission? If not is it aware that cycle lanes will be in situ outside the stadium effectively blocking both temporary and longer term parking & set-down?</p> <p>Further Group Comment: Is there a city by-law allowing for temporary parking on a permanent cycle lane and on a single or double yellow line in the event of a public occasion such as a soccer match or concert in an adjacent stadium?</p> <p>(...)</p> <p>14. It has also been noted that the STC Corridors project could have a financial consequence for residents who may lose their private parking, namely increased motor insurance premium due to the absence of private parking on their own secured property negating any available premium discount. — concern here if applicable & should be investigated by the NTA</p>		

Submission Reference	Key Issue	Statement	NTA Response	Section
<p>NTA-C14-1519</p>	<p>Alternative Solutions</p>	<p>Also, with respect to [personal information redacted] property adjacent to the Curragh Rd junction with O'Connell Avenue it was proposed in the initial proposal from BusConnects Cork June 2022, that a "land take" would be necessary in order to clear a "line of sight" for cyclists entering O'Connell Avenue from the Curragh Rd, it is our belief this "land take" is unnecessary and excessive there is only one intrusive obstacle to the "line of sight" — an ESB pole— we suggest this pole should be removed and the Electrical Cabling relocated underground or the ESB pole relocated to the opposite parallel footpath on O'Connell Ave. ----- Refer to Photo detailing garden & ESB Pole — This is a major issue for this group Furthermore, the proposed "Toucan Crossing" on the Curragh Road is too close to a blind bend the road engineers should reconsider moving it further along the Curragh Rd and position it between the opposite Bus Stop locations outside the Turners Cross Soccer Stadium. (...) The outgoing and incoming traffic lanes (excluding cycle & traffic lane at the Turners Cross junction to South Douglas Road) are both circa: 3mts in width, apparently a suitable lane width in the past to the present day and which is highlighted in your presentation booklet as the desired width for a traffic lane, -refer to photo A and page 42 Map 8 June 2022 presentation under typical cross section The STC proposed road changes of most impact to the residents & their properties in this area of the Curragh Road is the proposed traffic corridor commencing after the funeral home to and from the westerly direction opposite Turners Cross soccer pitch, the inbound and outbound lanes are considerably wider than in exhibit A, circa 5mts to 5mts+ wide.</p>	<p>Please refer to NTA's response to Issue 3 in this report.</p>	<p>Curragh Rd</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>— Refer to photo B</p> <p>Our suggestion is to reduce the width of the traffic lanes in the affected area from circa 5mts approx, to the 3mts (desired width in the presentation) currently in situ adjacent to the funeral home and credit union Refer to photo A, which should facilitate on street parking for residents and their visiting family members</p> <p>The net effect will be the 2mts each side of the road required for cycle lanes can be realised by the road being narrowed effectively securing / releasing the 4mts required. The proposed cycle lanes will require further investigation and discussion.</p>		
<p>NTA-C14-1519</p>	<p>Bus Network / Infrastructure</p>	<p>Regarding the re-routeing of Bus number 206, could you confirm that the arrival cycle into & out of the Curragh Road will be every 7.5 mins?</p>	<p>Please refer to NTA’s response to Issue 6 in this report.</p>	<p>Curragh Rd</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
<p>NTA-C14-1519</p>	<p>Traffic Disruption due to Traffic Diversions / Increased Traffic</p>	<p>In addition, a commercial site (now totally cleared) on the Curragh /Airport Rd formally known as Cortex is to be developed for housing, this is going to increase the volume of traffic onto Pearse Road Ballypnehane and consequently into the Curragh Road effecting the proposed BusConnects Bus 206's 7.5 min time table. — a rethink should be considered to the total proposed changes in the BusConnects presentations effecting the Curragh Road.</p> <p>- Please note the majority of impacted residents on the Curragh Road are retirees</p> <p>(..)</p> <p>1. Increased volume of traffic will no doubt occur based on the proposed STC Corridors Project changes to the layout of the Curragh Road. — source of extreme concern</p> <p>8. Rapid transport from Cork city centre to Cork Airport and HGV's should be encouraged to use the South Link Road — this is not detailed under any such directive in the current proposal: ----- what level of input is forthcoming from the Cork City Planning/road department? Have our local TP's & councillors taken a position on these serious matters? — Reference should be considered to a recent proposed and seconded motion and passed at the Cork City Council by city councillors to request the NTA to hold off on all proposals until the results of a local and national impact study is finalised on expected traffic flows</p> <p>9. Further to point 8 above the Curragh road is a residential area and it's not suitable for rapid transport or HGV's, the revised phase 2 proposal expected in March 2023 should/must include this revision. — note phase 2 March 2023 presentation</p>	<p>Please refer to NTA's response to Issue 2 in this report.</p>	<p>Curragh Rd</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		(revision) makes no reference to this area of concern. (...)		
NTA-C14-1519	Environmental Impacts	<p>2. The Increase in traffic will lead to increases in CO2 (Carbon Dioxide) emissions, and other associated pollutants such as: CO (Carbon Monoxide), NOx (Nitrogen Oxide), So2 (Sulphur dioxide) etc.- — source of extreme concern</p> <p>12. There is no reference to an environmental impact study to determine the impact the STC/BusConnects Corridor project could have on the area's residents under the following headings:</p> <p>(a) Impact on the General Health from increased pollutants</p> <p>(b) Impact on associated Safety issues due to rapid traffic flow effecting residents/school going children -no traffic calming, no Zebra crossing etc. just a Toucan Crossing in the wrong location.</p>	Please refer to NTA's response to Issue 7 in this report.	Curragh Rd

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>(c) Increase in noise pollution on the Curragh road due to increased volumes of traffic (refer back to page 2 and the last paragraph of the opening statement of 2 nd Submission from this group).</p> <p>(d) Increase in the volume of traffic could adversely affect the foundations of residential properties & boundary walls. The above impact studies should have been undertaken prior to the publication of the phase June 2022 presentation and prior to the revised March 2023 presentation with the results independently presented for independent analysis — we would expect this study to be included in the phase 2 publication in the 1 st qtr. of 2023 — No results to date (May 2023) forthcoming from STC if such a study was undertaken or had been considered</p>		
NTA-C14-1519	Vulnerable Road User Safety	<p>3. No proposed traffic calming measures visible on the proposed map 8 page 42 June 2022 presentation, a Toucan Crossing positioned close to a blind bend has been proposed on the March 2023 Map 8 Page 35 presentation ----- source of extreme concern it's too close to a blind bend on the Curragh Road potential here for accidents /fatalities by speeding traffic.</p>	Please refer to NTA's response to Issue 8 in this report	Curragh Rd
NTA-C14-1519	Proposed Land Acquisition	<p>5. Possible purchase of front gardens to facilitate cycle lanes - red dotted lines on map 8 page 42 June 2022 presentation indicates loss of parts of our front gardens & private on site driveways ----this has been revised refer to Map 8—page 35 March 2023 presentation, thank you for this revision, however it remains an issue for two households' on the Curragh Road Notably Tony Maher's property (at Junction with the Curragh Road & O'Connell Avenue) & Patrick Burkes Property (middle house opposite the Corner Flag Public House) ----- 2major source of concern</p> <p>6. Indeed, many residential properties, although reduced in</p>	Please refer to NTA's response to Issue 10 in this report.	Curragh Rd

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>number from the initial June 2022 presentation, will be adversely impacted by the encroachment/confiscation via CPO's (refer to page 29 June 2022 booklet) and the March 2023 presentation Map 8— page 35— red dotted lines confirming "land take" of the residential front gardens etc. resulting in those property owners losing this valuable asset, — totally unacceptable to all residents</p>		
<p>NTA-C14-1519</p>	<p>Miscellaneous Issues</p>	<p>13. There is no mention of electric car charging points on the Curragh Road especially for those residents and those "in situ" or visiting adult family members who might consider purchasing or have purchased an electric vehicle — surely this should have been foreseen by the NTA/Bus Connects Draughting committee when they designed this €600m project which is been sold to us as a near future necessity. ----- should be considered ample land available behind Turners Cross Soccer Stadium wall, a CPO should be considered to remove and relocate the wall further back toward the back of the stand, this will allow for residential parking and electric charging points + facilitating on match days the parking of the TV OBUs + Tea busses etc.</p>	<p>Please refer to NTA's response to Issue 13 in this report.</p>	<p>All Route</p>
<p>NTA-C14-1520</p>	<p>Loss of Parking</p>	<p>Regarding the proposed cycle lane in Evergreen Road I wish to address some concerns. This cycle lane will affect so many people and businesses in such a negative way. Where are the residents supposed to park as. None of those houses have driveways. Attending the Dentist, Doctor or pharmacy again where are people supposed to park. Home helps and tradesmen and grocery deliveries will have nowhere to park. Taxis dropping off elderly Etc will have nowhere to park. The impact this will have on the area will be devastating to residents and businesses alike. We have managed so far</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>without a cycle lane with no serious consequences to cyclists. This proposal seriously needs to be re looked at.</p>		
<p>NTA-C14-1558</p>	<p>Loss of Parking</p>	<p>Regarding proposed removal of parking spaces on Evergreen Road to facilitate bicycle lanes. My car is currently in upper Evergreen Road as I returned to my house during a funeral and all parking spaces locally were taken. This at a time of the day when residents parking does apply which is usually quieter. The area simply has too many services (church, school, doctors & dentist surgery, businesses, etc) to cope with any loss of parking spaces. I also feel that as the road is very safe for cyclist already due to the traffic lights and very low average speed of vehicles probably not even one extra person will be persuaded to take to their bikes and all the expense & sacrifice is likely to be in vain.</p> <p>In our own household during the past year a member was told that an offer of a permanent civil service job was conditional on him getting a car which of course he duly did. So different government departments seem to be pulling in totally different directions one lot telling us to buy a car we did not need or want and yourselves saying this is an unnecessary luxury which should not need a parking space. It reminds me a bit of Brexit with created theoretical advantages promised which are most unlikely to materialize in reality.</p> <p>There seems to be a strong assumption that people in general live in the suburbs and work & shop in the city centre. In reality most people work in outlying industrial areas (Little Island, Ringaskiddy) and as any city centre trader will confirm shop in suburban shopping centres, yet all BusConnects bus and cycle</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>routes converge on the city centre as though this was the 1960's. I am regularly in the city centre on week mornings between 9 & 10 and traffic is usually light with little congestion. Evergreen Road seems to be seen merely as a highway to the city centre rather than a community in their own right with facilities which people (particularly the aging and infirmed) may need to drive to.</p>		
<p>NTA-C14-1559</p>	<p>Business and Retail Impact</p>	<p>NTA-C14-1516 Dear Terry, With reference to the above and ongoing communications, attached please see submission delivered to your Cork offices this morning. We await hearing from you in due course. Regards,</p> <p>Removal of 2 out of 4 Entrance to the Kinsale Road Commercial Centre & South Ring Business Park resultin in lack of continuity within the centre. Land take required from the business park. Traffic Disruption withing the park. Alternative Solution proposed: Access to Pharmacy to be retained and extend the two-way traffic to the southern entrance.</p>	<p>Please refer to NTA's response to Issue 12 in this report.</p>	<p>Kinsale Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-1560	Loss of Parking	<p>I strongly oppose the new proposal to the changes on Evergreen Rd for the cycle lane as it will be a great disruption to the residents and businesses on the road. My Business "Bonard Hair Creations" 21 Evergreen Rd will be affected as my costumers will find it harder to park as there will be less spaces. Also, my home 140 Evergreen Rd the other side of the road as my family & friends will find it harder to park, again less spaces. The road is not suitable for cycle lane with the school on the same side you propose to put it. You have not been open enough with those of us affected by your new proposals about what exactly you intend to do and how you intend to implement these new changes. My premises 21 Evergreen Rd the part pf the gardens of which you propose to take part of for parking is not acceptable as it would cut my garden in half and would have to be discussed before anything is done the end of the garden would not cut my garden in the middle, I am not fully informed about your intention about how you intend to take away steps and raise the road. This would cause extra flooding on the road which for been a problem for many years.</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-1561	Traffic Disruption due to Traffic Diversions / Increased Traffic	<p>To whom it concerns, The provision of health and safety is core for citizens of said areas. The proposed traffic amendments cannot be activated as:</p> <ol style="list-style-type: none"> 1. Emergency Services e.g., Fire Brigade, Ambulance, Garda will have delayed access due to the one-way system and effective cul-de-sac re-designation of core roads. The services would not be able to resolve, turn and the additional need to have to reverse out of the area could be life threatening. 2. Heightened traffic concentration in the area will concentrate to this and exacerbate health complications. 3. This infrastructure is no way suitable for a bus route. The proposal for the bus stops are not even thought through because if some body actually travelled that route on a weekly basis they would no that there is no way in gods earth that you could have a bus stop outside the entrance to Smyths toy store. The Kinsale Road with a bus lane will become a STOP and CRAWL Road as you are not even taking into account the 700 apartments that are planned, plus the Lid's that is planned to be built opposite the entrance to Slieve Mish and the traffic jam already created by the cycle lane outside McDonalds. Cork City Council have already slow down the traffic in this area with the shambolic junction that they installed earlier this year. A bus route will only grind this road to a standstill during peak travelling times and for that reason it becomes more of a bus DISCONNECT than a bus connect. <p>The discussion noted that the proposed amendments largely centre on the accommodation and School access needs. The existing traffic management system/network has worked most effectively since the establishment of the school in the 1930's. The existing proposals bring disjointed logic. Equally, the faster</p>	Please refer to NTA's response to Issue 2 in this report.	O'Connell Avenue

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>a top-down approval and are devoid of an appreciation of how a grass roots community operates.</p>		
<p>NTA-C14-1562</p>	<p>Loss of Parking</p>	<p>As a concerned resident of Maiville Terrace Turners Cross I would like to say it's an absolute disgrace what you people and Cork City Council want to do to our community and our lives. A stupid bloody bus and cycle lane through our community that people have lived all their lives. A stupid cycle lane to suit sleepy Eamon Ryan in Dail Eireann The Pride. Yee have no consideration for elderly people, our chemist, out doctors' surgery, our shops and businesses run by publicans. There is an elderly person in Evergreen Road No. 143 who has a disability spot outside their door because their mobility is limited. But still just to suit your stupid plan and suit forgien Nationals yee will uproot this person whose life if bad enough as it is. Also why can't yee run your stupid cycle lane past councillor Paudie Dineen's Pub on Quaker Rd. Seen that he was so smart to mention Maiville Terrace. We as a community will do everything to block this and stick</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	<p>Evergreen Road</p>

Submission Reference	Key Issue	Statement	NTA Response	Section
		<p>your stupid cycle lane elsewhere. All our community is ready to protest and block any contractors who try to destroy our lives and our community. People won't be able to stop to drop elderly people, to the doctor, chemist or people dropping children to school. I hope yee people decide to shag off somewhere else because we are ready to do everything to block this.</p> <p>A concerned resident with rights and feelings.</p>		
NTA-C14-1563	Loss of Parking	<p>To whom it concerns, We wish to object to the proposed no parking on Evergreen Road. We are both old aged pensioners that use the chemist, doctor and dentist in this area. If the parking ban is enforced then we will be unable to use these services. Also parking is very restricted already in this area so it will be chaotic if this happens.</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	Evergreen Road
NTA-C14-1564	Loss of Parking	<p>To whom it may be concern, We do not agree with the proposal to end the parking on th school side of Evergreen Rd and the changes to O'Connell Avenue & Friars Rd. It will have very serious consequences for the elderly & sick people in our area. Also it will affect deliveries & maintenance to our properties. We can not agree to these changes. Signed. Donal & Catherine Burke</p>	<p>Please refer to NTA's response to Issue 1 in this report.</p>	Evergreen Road
NTA-C14-1565	Loss of Parking	<p>I am writing to my concerns over the Bus Connects Project. These are my concerns in relation to Route H.</p> <ul style="list-style-type: none"> - Removal of parking will affect local businesses. - Access to essential services the pharmacy, doctor and dentist will be affected. - Many older residents depend on their home helps who need to park. 	<p>Please refer to NTA's response to Issue 1 in this report.</p>	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-1565	Traffic Disruption due to Traffic Diversions / Increased Traffic	I am writing to my concerns over the Bus Connects Project. These are my concerns in relation to Route H. - Ambulances will have restricted access. - It will be harder to find tradespeople to service our properties. - Shift workers will have difficulty when returning home late at night. - Evergreen Road functions quite well as it is, for residents and road users alike. - School drop off and pick ups will become more congested.	Please refer to NTA's response to Issue 2 in this report.	Evergreen Road
NTA-C14-732	Loss of Parking	I would like to object to the proposed cycle lane on Evergreen Road. I live on Evergreen Road and parking is already extremely limited	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road
NTA-C14-732	Loss of Parking	A cycle lane on Evergreen Road would drastically reduce parking on Evergreen Road adversely affecting residents and businesses.	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road
NTA-C14-1000	Loss of Parking	Removal of parking on the Western side should be considered with utilising the grounds of Turners Cross Church as overflow parking.	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road
NTA-C14-1000	Supportive of Scheme	The works proposed on South Douglas Road -> Evergreen Road area are very welcome. This is a dangerous pinch point for Busses and cyclists trying to reach the city/South Douglas Road/Kinsale Road etc.	Please refer to NTA's response to Issue 5 in this report.	Evergreen Road
NTA-C14-1023	Bus Network / Infrastructure	Particular issue is STC G Route 206. This is a good reliable bus in terms of frequency, however older people accessing the bus stop on Evergreen Road at Turners Cross church are required to walk down a steep hill.	Please refer to NTA's response to Issue 6 in this report.	Evergreen Road
NTA-C14-408	Loss of Parking	The businesses along evergreen road will suffer greatly also.	Please refer to NTA's response to Issue 1 in this report.	Evergreen Road

Submission Reference	Key Issue	Statement	NTA Response	Section
NTA-C14-551	Loss of Parking	I strongly object to the proposed plans on Evergreen Road Turners Cross Cork T12	Please refer to NTA's response to Issue 1 in this report.	

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B. Responses to General Submissions

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Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-2	Other	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	Bus Network Redesign	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	General	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.

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NTA-C14-567	Other	<p>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.</p>	<p>Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.</p>
NTA-C14-567	General	<p>From a planning and policy side, the current iteration of the BusConnects plan is at odds with the National Investment Framework for Transport in Ireland, the National Development Plan, the Climate Action Plan, the Regional Spatial and Economic Strategy for the Southern Region.</p>	<p>The proposed sustainable transport corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork.</p> <p>The NTA will continue to engage with the relevant bodies to inform them of the views received from the public in relation to requested improvements. The NIFTI encourages the use of active travel and public transport, which are specific BusConnects objectives. A high-level strategic investment priority of the National Planning Framework is 'Protection and Renewal', making best use of existing assets by protecting and renewing existing land transport networks and then maximising its value - this is the objectives of BusConnects as the scheme uses existing networks and improves them where possible, taking into consideration economic, environmental and social impact.</p> <p>An Environmental Impact Assessment (EIA) process will be carried out by the NTA during the preparation of a planning</p>

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			application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.
NTA-C14-567	General	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	General	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.

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NTA-C14-567	General	<p>The current iteration of the BusConnects plan is not sufficient to reach the targeted required activity travel and public transport journeys, given the failure to build appropriate bus lane infrastructure due to numerous choke points expected as a result of capitulation to the users of private parking spaces and failure to plan how BusGates will be enforced As such it is not aligned with the Climate Action Plan.</p>	<p>The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor.</p> <p>An Environmental Impact Assessment (EIA) process will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. The Climate Action Plan's key objectives and actions include increasing the number of daily journeys using public transport and active travel modes, constructing an additional 1,000km of cycling and walking infrastructure, commence delivery of BusConnects Network redesigns, balance better movement priorities within urban areas etc. These objectives and actions reflect the objectives and design decisions made in the BusConnects plans.</p>
NTA-C14-567	General	<p>The current iteration of the BusConnects plan is in contradiction with many objectives of the Southern RSES in that it is not transformative, by it's design it cannot be well functioning as it is not integrated or cohesive, and for the reasons outlined above it will not encourage the necessary switch from the private car.</p>	<p>The proposed bus lanes, bus gates and traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. Regarding the transformative nature of the scheme, and integrating to other areas and future schemes, the NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements. Specific objectives of the Southern RSES are high capacity public transport corridors, prioritisation of buses over car traffic, high bus service frequency and improved journey times and a better developed</p>

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			cycle network, all of which are covered by the current iteration of the BusConnects plan.
NTA-C14-569	General	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	General	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-569	Other	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	Bus Network Redesign	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	General	From a planning and policy side, the current iteration of the BusConnects plan is at odds with the National Investment Framework for Transport in Ireland, the National Development Plan, the Climate Action Plan, the Regional Spatial and Economic Strategy for the Southern Region.	<p>The proposed sustainable transport corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork.</p> <p>The NTA will continue to engage with the relevant bodies to inform them of the views received from the public in relation to requested improvements. The NIFTI encourages the use of active travel and public transport, which are specific BusConnects objectives. A high-level strategic investment priority of the National Planning Framework is 'Protection and Renewal', making best use of existing assets by protecting and renewing existing land transport networks and then maximising its value - this is the objectives of BusConnects as</p>

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			<p>the scheme uses existing networks and improves them where possible, taking into consideration economic, environmental and social impact.</p> <p>An Environmental Impact Assessment (EIA) process will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme.</p>
<p>NTA-C14-569</p>	<p>General</p>	<p>The current iteration of the BusConnects plan is in contradiction with the National Investment Framework for Transport in its refusal to apply statutory powers to appropriate the necessary number of parking spaces on public roads for reallocation to public transport use, because the failure to build adequate bus lanes and specify how bus gates will be enforced will mean busses will remain an unreliable form of public transport, and will not be used in the required numbers. Accordingly, the objectives set out in the National Investment Framework for Transport cannot be met by the current plan.</p>	<p>Based on feedback from previous consultations, the retention of parking spaces has been maintained, if the overall scheme objectives are met. The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. With regards to policing of bus gates, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. The BusConnects plan can facilitate the objectives set out in the National Investment Framework for Transport.</p>

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NTA-C14-569	General	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	General	The current iteration of the BusConnects plan is not sufficient to reach the targeted required activity travel and public transport journeys, given the failure to build appropriate bus lane infrastructure due to numerous choke points expected as a result of capitulation to the users of private parking spaces and failure to plan how BusGates will be enforced As such it is not aligned with the Climate Action Plan.	<p>The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor.</p> <p>An Environmental Impact Assessment (EIA) process will be carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. The Climate Action Plan's key objectives and actions include increasing the number of daily journeys using public transport and active travel modes, constructing an additional 1,000km of cycling and walking infrastructure, commence delivery of BusConnects Network redesigns, balance better movement priorities within urban areas etc. These objectives and actions reflect the objectives and design decisions made in the BusConnects plans.</p>

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NTA-C14-569	General	<p>The current iteration of the BusConnects plan is in contradiction with many objectives of the Southern RSES in that it is not transformative, by it's design it cannot be well functioning as it is not integrated or cohesive, and for the reasons outlined above it will not encourage the necessary switch from the private car.</p>	<p>The proposed bus lanes, bus gates and traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. Regarding the transformative nature of the scheme, and integrating to other areas and future schemes, the NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements. Specific objectives of the Southern RSES are high capacity public transport corridors, prioritisation of buses over car traffic, high bus service frequency and improved journey times and a better developed cycle network, all of which are covered by the current iteration of the BusConnects plan.</p>
NTA-C14-581	General	<p>Proposals by bus connects for the Douglas area will increase traffic in an area that already has a traffic Jam every day.</p>	<p>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.</p>

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<p>NTA-C14-581</p>	<p>Safety Concerns</p>	<p>Direct traffic from Rochestown, Maryborough, Carrigaline Donnybrook and Grange to the back Douglas road. Adult and children’s lives are in danger.</p>	<p>The BusConnects proposals are seeking to make it easier and safer for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that general road safety for all types of road users will be improved.</p> <p>The designs will be assessed against all relevant design standards. Road user safety will be assessed through a Road User Audit, Road Safety Audits at the appropriate design stage and a Disability Audit of the proposed corridor.</p>
<p>NTA-C14-594</p>	<p>Cycling Infrastructure</p>	<p>The Ballyvolane area is quite large and has grown significantly over the last two decades with plans to add hundreds if not thousands of homes and apartments in the near future. A 60km/h ring road, inside a suburb/ residential area within cork city with no cycling facilities is INSANE.</p>	<p>The Sustainable Transport Corridors are proposed on the busiest routes into and out of the City Centre.</p>
<p>NTA-C14-627</p>	<p>Support for Scheme</p>	<p>This is a plan that benefits many more Cork residents and visitors than a small minority of the populace inconvenienced by less parking. I would be excited to see Bus Connects continue that momentum of making Cork City a more clean and liveable city.</p>	<p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>

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NTA-C14-627	Other	<p>With regards to the Bus Gates, these are practical in theory but they are only as effective as the enforcement. We've seen Patrick Street Bus Priority is a good example without constant enforcement the priority is rendered impotent. I believe having cameras on Buses to capture violations will aid in such enforcement but it should be considered providing some leniency to motorists caught breaking the priority lane rules, first violation should just be a warning, second violation is a small fine of €10 and following/repeat violations should increase exponentially.</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-C14-45	Bus Network Redesign	<p>I think the new proposals would need a vast re-think as the bus serving MTU through Douglas is full every day with students as is the 206 serving Christ king & Douglas Comm & Christ Rí. I'm totally against these proposed changes</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-C14-638		<p>The residents of Cork City are overly reliant on car travel and this will not change without radical overhaul of the current public transport offering. The streets are simply not wide enough to support on-street parking and large amounts of traffic. The bus service in Cork currently is horrendous and cannot be relied upon. To encourage the public to use the buses and reduce our reliance on private cars, the buses must be punctual and reliable. However, there needs to be balance and an alternative to on-street parking for those who will be affected by the proposed changes. Residents of Cork</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</p>

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		<p>City can't be expected to get rid of their cars and put their faith in the proposed bus service when they have been failed by Bus Eireann for decades.</p>	<p>that are well used and well overlooked are less likely to attract antisocial behaviour.</p>
<p>NTA-C14-673</p>	<p>Support for Scheme</p>	<p>I am writing this letter to express my unwavering support for the older, superior plan for Cork BusConnects, emphasizing the need for improved cycling lanes, as well as the urgent implementation of robust enforcement measures to police bus lanes and prevent illegal parking in cycling lanes. I have carefully examined the proposals and firmly believe that these elements are crucial for an effective and sustainable public transportation system in Cork.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
<p>NTA-C14-673</p>	<p>Other</p>	<p>To ensure the seamless operation of bus services, it is imperative to implement a robust enforcement system to police bus lanes. The introduction of cameras in bus lanes will serve as a deterrent against unauthorized vehicles entering these lanes, reducing the risk of delays and ensuring smoother journeys for bus passengers. By deploying this technology and providing adequate resources for monitoring, Cork City Council can effectively enforce the proper use of bus lanes, promoting the reliability and punctuality of public transportation services.</p>	<p>Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.</p>

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NTA-C14-673	Cycling Infrastructure	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	Other	The enforcement of bus and cycling lanes should be complemented by public awareness campaigns that educate motorists and cyclists alike about the importance of adhering to lane regulations. These campaigns can promote a culture of respect for designated lanes, fostering a greater understanding of the benefits they provide and encouraging responsible behavior among all road users.	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-701		It's difficult to determine the full impact this early in the process with limited information available without being provided with its implications i.e. environmental, ecological, traffic impact, etc. and this is unfair. There would be a very significant traffic impact as a result of the proposals. For example, the removal of a turning lane from Boreenmanna Road to the N27. Without understanding the implications of the proposals it is unclear how critical decisions such as identifying emerging preferred routes/ proposals have be made i.e. It has been decided without all required information to do so. The proposed left-turn ban on to Ballinlough Road would	The proposed Scheme aims to implement positive changes to active travel infrastructure, reducing car usage. Therefore, walking, cycling and wheeling will also become a more attractive alternative to the private car through improved pedestrian and cycling facilities. The aims of BusConnects Cork improving bus and cycle measures are to restrict traffic growth by allowing alternatives to car travel, therefore general traffic capacity will not increase. All journeys throughout the Scheme area will still be possible, some with a slight increase in distance. The impacts of the Scheme on the surrounding road network

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		<p>have very significant implications for properties in this area. This would be particularly an issue during peak hours with a proposed 'Bus Gate' at St. Finbarr's Hospital prohibiting outbound car traffic movements. The result of such measures would be significant re-routing and longer journeys. The reversal of the no entry and the creation of a one-way system, as it appears to be proposed along Ballinlough Road is unnecessary. Minimising rat-running along Ballinlough Road could be accomplished by reversing the no-entry at the eastern end without prohibiting two-way movements along the western end (city end) as far as, say, Bernadette Way.</p> <p>Much of the layout is contrary to DMURS principles with significant visual widening and loss of trees from locations where they are required.</p> <p>The general widespread removal of parking provision would result in the relocation of parking to neighbouring housing areas and is contrary to community objectives such as the provision of home zones where children play on streets and green areas adjacent to carriageways.</p> <p>It is unclear whether the proposed parking area adjacent to Rockboro School is feasible. There does not appear to be sufficient space to accommodate the number of spaces shown without significant land take and costly construction. There is a risk that these mitigating measures may never be constructed or would be significantly reduced.</p> <p>It's unclear whether cyclists would be allowed to use bus lanes. It would certainly be more difficult for cyclists to use carriageways if this was implemented. Many cyclists would be significantly impeded using the proposed 1.5 metre wide cycle lane which passes through bus stop passenger standing areas.</p>	<p>will be further assessed as part of the traffic modelling exercise which will be carried out during the next design stage, with mitigation measures provided where appropriate.</p> <p>The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. Local access will be maintained, although short diversions may be required in certain locations where bus gates are proposed. Access will be maintained for emergency vehicles along the Proposed Scheme.</p> <p>An Environmental Impact Assessment Report (EIAR) will be prepared for the proposed Scheme and submitted as part of the planning application. The EIAR includes an assessment of potential noise, air and ecological impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in their assessment of the Scheme.</p>

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		<p>Residents who chose to live at sustainable city locations would be those most negatively impacted by the proposals and likely to gain the least.</p> <p>Losses may include the ability to own a vehicle which may be required by a resident and it appears that there would be additional traffic movements through the community. This information has not yet been presented.</p> <p>It appears that modelling has not been carried out as yet. It has not been established but one way routes and banning through routes such as Rosebank would result in longer car journeys and are contrary to DMURS layouts which promote permeability and seek to reduce intensity of routing through housing estates.</p> <p>It's unfair that the decision for granting this is not being carried out at local level.</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.</p> <p>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>	

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		<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>	

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NTA-C14-772	Support for Scheme	We need to make Cork a more modern European city. Cork is a beautiful city but it deserves far better public transport and infrastructure. Proper bus corridors and cycle infrastructure are badly needed and can only be the start. It's not going to be easy but if we don't start now, then when?	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.

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Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-51	Support for Scheme	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</p>

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			<p>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. The designs will be rigorously assessed against all relevant design standards. Safety of the route, including footpath widths, will be assessed through Road User Audits, Road Safety Audits, 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>

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Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-781	Other	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: <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	Other	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 Infrastructure	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-51	Pedestrian Infrastructure	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	Changes to Traffic Movement	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	General	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-797	Support for Scheme	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	Cycling Infrastructure	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	Other	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-810	Support for Scheme	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	Support for Scheme	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	Bus Network Redesign	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-812	Other	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	Support for Scheme	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	Technical Data/Surveys	Limited information is provided to assess the impact of trafficmanagement proposals on accessibility to Tesco Ireland store for vehicular traffic. It is perceived that access restrictions on East Douglas Road, and prevention of traffic from using R610 Douglas Road inbound during 'peak hours only', is likely to put considerably more pressure on the surrounding traffic junctions, including the Douglas Village Shopping Centre car park and service yard entrances. Disruption to traffic flow into the shopping centre carpark will negatively impact the commercial viability of not	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

Submission Reference	Key Issue	Statement	NTA Response
		just the Tesco store, but all of the businesses located in this complex.	
NTA-C14-64	Bus Network Redesign	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	Support for Scheme	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-854	Other	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	Other	The overall scheme seems to be focussed on a few key metrics (km of STC) to the exclusion of all else, including quality of life along the routes and whether the proposed swathes of concrete actually contribute in any meaningful way.	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-854	General	<p>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>	<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	General	<p>Approximate number of properties that may be impacted, approximate number of on-street parking spaces that may be removed, approximate number of roadside trees that may be removed. Overall, it's not clear at all what problem this whole scheme aims to solve, or how it would solve that problem, or whether it just creates new different problems.</p>	<p>BusConnects is a key part of the Government's policies to improve public transport and to address climate change in Ireland's major urban centres. 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.</p>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-856	Changes to Traffic Movement	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	Bus Infrastructure	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	Bus Network Redesign	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-856	General	<p>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.</p>	<p>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.</p>
NTA-C14-856	Impact on Trees	<p>Is the number of trees being removed being replaced with at least an equal or greater number on the routes affected? Total loss = 714! The loss of these many trees in unconscionable and the fact this project is being pitched as eco-friendly just adds salt to the injury.</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 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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-856	General Environmental Issues	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	Impact on Car Parking	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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-116	Other	Buses should be fitted with cameras and fixed fines set for cars seen in the bus gates, bus stops and bus lanes.	The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-858	Support for Scheme	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	Public Information Campaign	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-858	Public Information Campaign	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	Public Information Campaign	I deem it very unfair to send out animation videos into the public realm, which do not show the below and after changes belonging to the phase two proposals.	The NTA notes this response. 3D visualisations were produced and shared to aid the understanding of the consultation designs.
NTA-C14-859	Support for Scheme	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-866	Support for Scheme	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.

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NTA-C14-866	Other	<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. Pedestrians2. People on bicycles3. Busses4. 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</p>
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footway. The designs will be rigorously assessed against all relevant design standards. Safety of the route, including footpath widths, will be assessed through Road User Audits, Road Safety Audits, and a Disability Audit.

During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.

Pedestrian safety and connectivity has been a primary driver for the Preferred Route Option scheme design. General enhancements are proposed to all junctions along the route to provide a safer environment for pedestrians. These measures include:

- Provision of new and upgraded signalised pedestrian crossing facilities along the route to include tactile paving;
- New mid-block pedestrian crossings in appropriate locations including at bus stop locations;
- Provision of footways where none are currently present and increasing footpath widths in some locations where widths are currently substandard; and
- Raised, continuous footways across side roads.

The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the 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.

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Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-866	Other	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	General	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-889	Support for Scheme	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	Bus Network Redesign	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	General	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-889	General	I believe this scheme is not the best iteration and you should have stuck with the first suggestion. Bowing to public pressure has lead to a weakened scheme. And while I generally support public participation, in this case there is a lot of NIMBYism around this scheme.	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors.
NTA-C14-889	Impact on Trees	I would like to see all trees reinstated, with increased tree planting and establishment of green corridors where possible	<p>Tree planting and other environmental aspects are to be included to enhance the urban realm experience for all, where possible. The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STCs. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-928	Support for Scheme	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	Support for Scheme	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	General	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-949	Changes to Traffic Movement	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	Bus Network Redesign	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	Support for Scheme	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-972	Impact on Trees	<p>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 transplanted 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.</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 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-C14-972	Safety Concerns	<p>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.</p>	<p>Crossings, lighting, maintenance, traffic calming and signal timings will be considered in the next stage of design, supported by traffic modelling.</p>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-972	Pedestrian Infrastructure	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	Access to Properties	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	Cycling Infrastructure	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,	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.

Submission Reference	Key Issue	Statement	NTA Response
		<p>minimizing the potential for accidents and promoting safer interactions at junctions.</p>	
<p>NTA-C14-972</p>	<p>Bus Infrastructure</p>	<p>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.</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>
<p>NTA-C14-972</p>	<p>Other</p>	<p>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.</p>	<p>Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.</p>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-986	Support for Scheme	Broadly supportive of the overall scheme.	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places</p>
NTA-C14-986	General	Combined changes in phase 1 will water down the overall plan so that the stated bus frequency/reliability goals aren't achievable	<p>This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors. One of the benefits of BusConnects is the enhancement of capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements, which is still achieved by the updated plans.</p> <p>NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements of the bus services and routes.</p>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-141	Support for Scheme	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	General	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-986	Other	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	General	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.

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Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-986	General	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	Support for Scheme	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	General	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-998	Support for Scheme	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	Support for Scheme	As someone who will benefit from these plans for years to come, I strongly welcome any measures proposed to reduce congestion and make it safer to walk, cycle and get the bus around Cork. The vast majority of the plans are well thought out.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-1000	Other	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.

Submission Reference	Key Issue	Statement	NTA Response
<p>NTA-C14-1000</p>	<p>Cycling Infrastructure</p>	<p>Many corridor designs cycle lanes randomly end/end onto footpaths where there will be a conflict with pedestrians or those on bicycles are forced to re-enter the road with no priority.</p>	<p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Where insufficient widths make it impractical to provide segregated cycle tracks, provision of additional complimentary cycle facilities on alternative quiet routes will be considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p> <p>Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The ‘preferred cross-section template’ consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p>
<p>NTA-C14-145</p>	<p>Bus Network Redesign</p>	<p>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</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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1000	General	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	Cycling Infrastructure	Full solid segregation of cycle lanes in all locations where possible. There are a number of omissions from the revised plans that could have segregation.	<p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p> <p>Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1000	Pedestrian Infrastructure	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	Other	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	Support for Scheme	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1000	Safety Concerns	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	Support for Scheme	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	Other	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1009	Cycling Infrastructure	Try to avoid locations where cyclists merge with pedestrians in so called 'shared space' surfaces. They are uncomfortable for pedestrians and slow down cyclists and nobody is quite clear as to how they are supposed to be used and who has priority resulting in conflicts. Ideally cycling infrastructure should be completely separated from pedestrians.	One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.
NTA-C14-1010	Cycling Infrastructure	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1010	Safety Concerns	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	General	The proposed routes caters for the old city boundaries. There are over 1000 new homes being built in Glanmire (in the city), there is no STC to here	<p>The proposed sustainable transport corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork.</p> <p>With regards to connectivity to new developments and future schemes, the NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements.</p>
NTA-C14-1010	Support for Scheme	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.

Submission Reference	Key Issue	Statement	NTA Response
<p>NTA-C14-1020</p>	<p>Support for Scheme</p>	<p>I write to support the overall objectives of BusConnects to improve walking and cycling infrastructure, make public transport more reliable, and give people more sustainable transport choices. We no longer have a choice about reducing our ever-increasing carbon footprint.</p>	<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. The designs will be rigorously assessed against all relevant design standards. Safety of the route, including footpath widths, will be assessed through Road User Audits,</p>

Submission Reference	Key Issue	Statement	NTA Response
			<p>Road Safety Audits, 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>NTA-C14-1020</p>	<p>Other</p>	<p>The real power of the existing infrastructure will not be realised until safe infrastructure is continuous, intuitive and easy to enter, use, and exit. A big part of our focus should be on getting children walking or cycling to school and for their daily activities - if they can't use the infrastructure, then it's not good enough. I believe the same question can also be asked for pedestrian and bus infrastructure. Use the principles of Universal Design and seek out examples of good practice.</p>	<p>The BusConnects proposals are seeking to make it easier and safer for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that general road safety for all types of road users will be improved. The proposals for all routes would include the following measures to improve road safety:</p> <ul style="list-style-type: none"> - provision of protected cycle lanes and junctions which provide a safer environment for cyclists.

Submission Reference	Key Issue	Statement	NTA Response
			<p>- additional pedestrian crossings provided at junctions and bus stops to better cater for desire lines.</p> <p>- footways provided for across the Scheme, where possible, including in areas where there is currently no footway provision, and increased footway widths where possible.</p> <p>These improvements as part of the proposed scheme will be provided in accordance with and assessed against all the relevant design guidance and standards. In particular, Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit of the corridor.</p>
<p>NTA-C14-1020</p>	<p>Other</p>	<p>One overall key area mitigates against easy use of infrastructure, and that is putting people into conflict through forcing shared use in busy situations. That includes pedestrians and cyclists, bus users and pedestrians/cyclists and bus drivers and cyclists. I don't think these points of conflict have been properly addressed, with easy options being taken where a bit of thoughtful (and maybe more expensive) design is necessary so please bite the bullet on that one and get it right for once and for all. There are examples of good practice from other cities for these design challenges, so please use them.</p>	<p>The BusConnects Cork Scheme aims to provide improved walking, cycling and bus connectivity along the route and to Cork City Centre, providing improved access to additional services. Shared spaces are relatively small and segregated facilities are generally proposed on the Sustainable Transport Corridors.</p> <p>These improvements as part of the proposed scheme will be provided in accordance with and assessed against all the relevant design guidance and standards. In particular, Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit of the corridor.</p>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1023	Support for Scheme	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	Accessibility Issues	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	Accessibility Issues	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-253	Bus Network Redesign	I see a distinct lack of connectivity to smaller town east of Cork	<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-C14-1023	Impact on Trees	There is concern amongst older people about the loss of mature trees and the impact on the local area and the environment as a result of the loss of trees.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>

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Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1023	Bus Network Redesign	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	Support for Scheme	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	Changes to Traffic Movement	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.	<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</p>

Submission Reference	Key Issue	Statement	NTA Response
			enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.
NTA-C14-1024	Other	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	Other	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1028	Safety Concerns	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	Changes to Traffic Movement	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	General	Bus Connects in Cork is a failed project that needs reimagining. If you want people to take up public transport and reduce traffic on the roads and reduce emissions, it would behove the Govt and its various subsidiaries to undertake actual steps to reduce traffic.	<p>This comment is noted. The proposed bus lanes, bus gates and traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor.</p> <p>BusConnects is a key part of the Government's polices to improve public transport and to address climate change in Ireland's major urban centres. BusConnects includes 9 initiatives including the building of new bus corridors and cycle lanes. The objectives for BusConnects includes the support for the delivery of an efficient, low carbon and climate resilient</p>

Submission Reference	Key Issue	Statement	NTA Response
			<p>public transport service, and to enhance the potential for cycling by providing safe infrastructure for cycling.</p> <p>More information on the BusConnects Cork can be found at the following NTA website - https://busconnects.ie/cities/cork/.</p>
<p>NTA-C14-1038</p>	<p>Other</p>	<p>Banning private car ownership is probably not a runner. But regulating it significantly is a feasible option. Just stop the sales of all new petrol and diesel cars. Just end the market.</p>	<p>The statement outlines proposals for banning the sale of private vehicles. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.</p>
<p>NTA-C14-1048</p>	<p>Bus Network Redesign</p>	<p>As I live in Glanmire no STC routes is of any benefit to me. It's the change of the main bus service I have high concern. I use the bus 214 to get to the city and can use it for work if need. This will change. The new route 2a takes a much longer route through three estates and crossing the old bridge in glanmire and up through Mayfield and will join the 2b route (this is the currently 208 route). I would find it very difficult to get my the 2a in the city as everyone from Mayfield can get either the 2a or 2b.</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1049	Support for Scheme	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	General	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	Support for Scheme	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1053	Support for Scheme	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	Bus Network Redesign	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	Support for Scheme	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1055	General	<p>Given the nature of An Post’s role, providing an essential public service delivering mail and parcels, they require the use of a significant number of small and large vehicles on a daily basis. Unrestricted vehicular access, is, therefore, of critical importance to the operation of the service they provide and any limitations in this regard can have serious knock-on impacts on the ability of An Post to meet the postal needs of the public and service their legal agreements with the State. Given that Cork City is a key operational hub for An Post, the construction of the Sustainable Transport Corridors across the City have the potential to impact An Post’s services at a national and international level.</p>	<p>This comment is noted. The NTA will engage with An Post and other services to ensure their concerns are noted.</p>
NTA-C14-1055	Business and Retail Impact	<p>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.</p>	<p>This comment is noted. Engagement will be ongoing throughout the next design stage to ensure that the final proposal works best for all.</p>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1058	Other	<p>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.</p>	<p>Future committed transport schemes will continue to be considered within the design proposals and supporting traffic modelling. The NTA will continue to work closely with Cork City Council and other relevant stakeholders.</p>
NTA-C14-1059	Support for Scheme	<p>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.</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-C14-1059	Other	<p>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.</p>	<p>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.</p>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-255	Support for Scheme	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	General	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	Public Information Campaign	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

Submission Reference	Key Issue	Statement	NTA Response
			<p>media campaign has been ongoing to provide the public with information on the proposals, encouraging them to become involved if they wish.</p>
<p>NTA-C14-1059</p>	<p>Changes to Traffic Movement</p>	<p>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.</p>	<p>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.</p>
<p>NTA-C14-1059</p>	<p>Changes to Traffic Movement</p>	<p>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.</p>	<p>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.</p>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1059	Other	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	General	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.	<p>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.</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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-255	Impact on Car Parking	Build carparks for residents who lose parking	<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.</p> <p>A detailed parking and loading survey will be undertaken to support the next stage of design.</p>
NTA-C14-1059	Impact on Trees	Objection to the loss of trees on Knocknaheeny/Harbour View Road	<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>

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Submission Reference	Key Issue	Statement	NTA Response
<p>NTA-C14-1063</p>	<p>Cycling Infrastructure</p>	<p>There needs to be greater segregation between bike lanes and bus/car lanes on all routes. Many of the current cycleways around Cork are simply lines painted on a road, and are dangerous for cyclists. Each scheme should include fully segregated, two way cycleways, where possible.</p>	<p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The ‘preferred cross-section template’, where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. The designs will be rigorously assessed against all relevant design standards. Safety of the route, including footpath widths, will be assessed through Road User Audits,</p>

Submission Reference	Key Issue	Statement	NTA Response
			<p>Road Safety Audits, 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>

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NTA-C14-1065	Support for scheme	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. The designs will be rigorously assessed against all</p>
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relevant design standards. Safety of the route, including footpath widths, will be assessed through Road User Audits, Road Safety Audits, and a Disability Audit.

During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.

Pedestrian safety and connectivity has been a primary driver for the Preferred Route Option scheme design. General enhancements are proposed to all junctions along the route to provide a safer environment for pedestrians. These measures include:

- Provision of new and upgraded signalised pedestrian crossing facilities along the route to include tactile paving;
- New mid-block pedestrian crossings in appropriate locations including at bus stop locations;
- Provision of footways where none are currently present and increasing footpath widths in some locations where widths are currently substandard; and
- Raised, continuous footways across side roads.

The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the 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.
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Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-256	Support for Scheme	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	Support for scheme	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	Support for scheme	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1089	Changes to traffic movement	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>

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<p>NTA-C14-1091</p>	<p>Cycling Infrastructure</p>	<p>It frustrates me no end that it is so frequently a worse and more dangerous option to use a bike lane than to stay in the road and hold the primary position while riding with traffic. The big factors which make lengths of bike lanes here a worse choice than the road are: inconsistency, discontinuity, impracticality and making it more likely that you will end up under the wheels of a motor vehicle.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p> <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place 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</p>
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footway. The designs will be rigorously assessed against all relevant design standards. Safety of the route, including footpath widths, will be assessed through Road User Audits, Road Safety Audits, and a Disability Audit.

During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.

Pedestrian safety and connectivity has been a primary driver for the Preferred Route Option scheme design. General enhancements are proposed to all junctions along the route to provide a safer environment for pedestrians. These measures include:

- Provision of new and upgraded signalised pedestrian crossing facilities along the route to include tactile paving;
- New mid-block pedestrian crossings in appropriate locations including at bus stop locations;
- Provision of footways where none are currently present and increasing footpath widths in some locations where widths are currently substandard; and
- Raised, continuous footways across side roads.

The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from

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Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1107	Support for Scheme	<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	Alternative Proposals	<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	Safety Concern	<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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1116	Bus Network Redesign	<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	Cycling Infrastructure	<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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1119	Alternative Proposals	<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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1119	Impact on Trees	<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	Safety Concern	<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</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>

Submission Reference	Key Issue	Statement	NTA Response
		<p>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>NTA-C14-1119</p>	<p>Park & Ride</p>	<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. 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/</p>
<p>NTA-C14-1123</p>	<p>Support for Scheme</p>	<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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1132	Support for Scheme	all strategic entrance points to the City. This would actually help get people out of their cars – assuming	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-1134	General environmental issues	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.	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.
NTA-C14-1135	Support for Scheme	<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 infrastucture today so we can avoid some of the issues troubling Dublin</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.

Submission Reference	Key Issue	Statement	NTA Response
<p>NTA-C14-1153</p>	<p>Impact on Trees</p>	<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>
<p>NTA-C14-1162</p>	<p>Bus Network Redesign</p>	<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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-257	Alternative Proposals	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.	The focus of the proposals is the BusConnects Sustainable Transport Corridor. Additional links and access points to the park have not been considered as part of this study.
NTA-C14-1167	Support for scheme	Bus Connects will be a vital part of Cork's transit infrastructure in the future. Traffic brought on by private car usage will only get worse without Bus Connects and Cork will be choked in the future unless a significant investment is made into public transport.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1176	Support for Scheme	UCC is very supportive of the BusConnects plans to significantly upgrade the city's PT and sustainable transport system. Having a roadside infrastructure that prioritises sustainable travel and makes bus operations fast and reliable is essential for the success of a sustainable mobility transformation.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1180	Cycling Infrastructure	<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	Support for Scheme	<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	Support for Scheme	<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.</p> <p>Personally, I would like to see more cycle lanes and better bus routes across the city overall in order to better connect Cork.</p> <p>Cars choke cities, and a better, more reliable, and sustainable public transport system is desperately needed for the</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>

Submission Reference	Key Issue	Statement	NTA Response
		<p>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>NTA-C14-1247</p>	<p>Support for Scheme</p>	<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>
<p>NTA-C14-1256</p>	<p>Support of Scheme</p>	<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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-260	Support for Scheme	I am very much in favour of more dedicated bus and cycling infrastructure	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1256	Changes to traffic movement	<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	Support for Scheme	<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>	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.

Submission Reference	Key Issue	Statement	NTA Response
<p>NTA-C14-1266</p>	<p>Support for Scheme</p>	<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). 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>
<p>NTA-C14-1266</p>	<p>Changes to traffic movement</p>	<p>Firstly, the review of the STC has outlined where the new 'bus gates' are to be located along each of the STCs - sections of the road where car traffic is prohibited during certain hours. I am sceptical that these bus gates will always be respected by motorists if no physical gate or barrier is there to actually enforce it, as is currently envisaged.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the 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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1267	Support for Scheme	I support the aims of the bus connects plans. It is vital for Cork that we get out of our cars and into public transport that will get people to their destination faster, with a greatly reduced impact on the environment, and with the added benefit of lower stress levels.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1269	Support for Scheme	I broadly welcome the overall plan and fully support the need to improve Cork's public and active transport infrastructure.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1271	Bus Network Redesign	I am trying to contact member/s of Bus Connects to enquire whats happening re Service Upgrade to/from Sallybrook/Sarsfields Court that is the 30 minute daily service as promised by Bus Connects? Note Kearney's Cross at Outer Sallybrook is still without the physical Bus Stop Pole Northbound, although was already passed by NTA.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.

Submission Reference	Key Issue	Statement	NTA Response
<p>NTA-C14-1272</p>	<p>Support for Scheme</p>	<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. It is essential that car use declines for us to meet our climate commitments. The original plan will increase quality of life and health for Cork residents. Unsubstantiated claims of negative outcomes should be ignored. Cork is a rapidly growing city and this project is necessary for this growth to occur responsibly. Bus gates are a compromise with the unreasonable and should be reversed to the original plan. Without this transport plan Cork will decline economically and become a far worse place to live. Cycling increases when routes are safer. Buses become more popular when they are reliable. This plan is vital to a better future for Cork.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
<p>NTA-C14-1273</p>	<p>Alternative Proposals</p>	<p>Tramore Valley Park Why are there 4 current and planned access points to Tramore Valley Park to douglas, turners cross and grange, but none westwards to togher/ballyphehane? Please consider to link to the park with the already existing cycle and walking path that comes from togher and comes out near kinsale roundabout. Their is a tunnel under the road which could connect to the park this way. This would link Douglas , ballyphehane and togher in a continuous safe path off the road. As a resident I would love to see this development so I could access the park without driving. Also please connect the planned Bandon railway planned improvements to tramore valley park</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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1274	Support for Scheme	<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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-261	Bus Network Redesign	<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	Character and Heritage	<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</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>

Submission Reference	Key Issue	Statement	NTA Response
		<p>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>NTA-C14-1278</p>	<p>Support for Scheme</p>	<p>We are in general very supportive of the proposed BusConnects Sustainable Transport Corridors as the re-distribution of road space to benefit bus and active travel will lift the quality of public transport (PT) in Cork and the Cork Metropolitan Area to an entirely new level and will enhance the quality of walking and cycling (Active Travel, AT) infrastructure. The latter will better facilitate both walking and cycling as a singular mode for medium distances, as it will complement the new PT network with better access routes. 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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1293	Support for Scheme	I'm a resident in Blackrock, and I would like to express my wholehearted support for BusConnects Cork. I hope it will proceed quickly, and I look forward to improved quality of life outcomes for people in Cork.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-1294	Support for Scheme	I want to express my enthusiastic support for the BusConnects Cork initiative. As a resident of Cork who strongly advocates for the development of excellent bicycle infrastructure, I commend the National Transport Authority (NTA) and the City Council for their commitment to improving sustainable transport options in our city.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1300	Support for Scheme	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1300	Alternative Proposals	<p>provide at least some benefit to public transport users, pedestrians and cyclists alike.</p> <p>Is like to see better integration with Kent station.</p> <p>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.</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-C14-1315	Bus Network Redesign	<p>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.</p> <p>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.</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-C14-262	Bus Network Redesign	<p>I am proposing that the 233 cork to macroom via coachford /macroom to cork via maxroom service is increased in regularity and reliability.</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>

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<p>NTA-C14-1318</p>	<p>Support for Scheme</p>	<p>Each plan here would greatly improve the health and wellbeing of everyone in the city.</p> <p>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".</p> <p>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.</p> <p>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.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
<p>NTA-C14-1320</p>	<p>Support for Scheme</p>	<p>I fully support all improvements suggested to the bus and bicycle networks.</p> <p>We can no longer put all our eggs into one basket when it comes to what kinds of travel modes we provide the infrastructure for. There needs to be viable alternatives to driving everywhere within the city boundaries.</p> <p>The transport corridors will provide that alternative to so many people who have lost faith in the public transport system or those still on the fence about using a bicycle as a safe and reliable mode of transport.</p>	<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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1325	Support for Scheme	<p>In contrast to the unrepresentative deluge of unashamed NIMBYism of the pearl clutching middle classes, I would like to voice my support for the proposed STCs across Cork City. Our public transport system simply needs to drastically scale up as fast as possible to make Cork a desirable place to live and work.</p>	<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-C14-1328	General	<p>Very busy suburbs need frequent regular small buses as evidenced in older cities all over the world. Preserve and protect our city</p>	<p>The scheme proposals provide continuous bus priority, with other arrangements used in constricted locations. This will remove delays currently being experienced by the bus system and its users. By having dedicated bus lanes, or other equivalent measures, it will make for a better and more efficient service. In addition to these corridors, there is a much wider redesigned bus services network planned for Cork which will provide increased frequencies and new services which will be implemented during 2024/2025.</p>
NTA-C14-1329	Support for Scheme	<p>I want to express my enthusiastic support for the proposals to transform the transport system in Cork for the better so that it is fit for the future and lays the foundations for a city we can be even more proud of.</p> <p>I want to especially express my strong support for all the filtered permeability, bus gates and 30 km/h speed zones proposed, including specifically the 30 km/h speed zone and filtered permeability proposed on O’Connell Avenue, adjacent to Derrynane Road, which will eliminate through traffic and restore the peace, safety and primacy of the residential community this place should be.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the 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>

Submission Reference	Key Issue	Statement	NTA Response
		<p>I support, as well, the following specific proposals, for example: a two-way cycle lane on Evergreen Road; sealing the junction of Capwell Road, High Street and the Southern Road; sealing the northern part of Woods Street; bus gates by UCC, on College Road, the Western Road and Bishop Street, on Watercourse Road and Thomas Davis Street in Blackpool, and on the Kinsale Road</p> <p>I welcome the proposed replacement of the roundabout at the junction of Bishopstown, Wilton, Glasheen and Sarsfield Roads, to expand green areas and provide cycling infrastructure in a loop.</p>	
<p>NTA-C14-1353</p>	<p>Support for Scheme</p>	<p>I support the principle of the Bus connects proposed routes.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
<p>NTA-C14-1368</p>	<p>Support for Scheme</p>	<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>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the 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>

Submission Reference	Key Issue	Statement	NTA Response
		<p>Overall the Cork Cycling Campaign commends and supports the H STC route for cycling as it provides a high quality and safer environment for cycling. We would like to make the following observations and suggest improvements on certain design aspects and route choices, that we believe would make for a more coherent, better quality and more attractive route for cyclists.</p>	
<p>NTA-C14-1381</p>	<p>Support for Scheme</p>	<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>	<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 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>

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NTA-C14-1384	Support for Scheme	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	Public Information Campaign	This is not a very user friendly system	The NTA notes this response.
NTA-C14-1437	Cycling Infrastructure	It is vital that all cycle lanes are protected by bollards.	One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the

Submission Reference	Key Issue	Statement	NTA Response
			<p>footpath.</p> <p>Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p>
<p>NTA-C14-1452</p>	<p>Cycling Infrastructure</p>	<p>Extensive suggestions to cycling infrastructure provided in the hard copy PDF</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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1453	Impact on Car Parking	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. A detailed parking and loading survey will be undertaken to support the next stage of design.</p>
NTA-C14-1454	Impact on Trees	<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>

Submission Reference	Key Issue	Statement	NTA Response
<p>NTA-C14-1455</p>	<p>General</p>	<p>Hello a word an worries an bus connects. we are worried about the impact the road wiindining will have an our front garden , driveway and general noise levels that the buses will have an the road outside the front door of the house 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>

Submission Reference	Key Issue	Statement	NTA Response
<p>NTA-C14-1456</p>	<p>Accessibility Issues</p>	<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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-1458	Bus network redesign	<p>I as a frequent user of the airport believe a connection into the bus connects routes to the airport via city centre starting at train station should be a centre point of this new plan .</p> <p>Yes the plan has many improvements but I lived in Basel Switzerland for many years , and bus from airport to central train station every 10 minutes from 0515 to 2350 was a central point of cities infrastructure.</p> <p>Plus please have a stand along Cork Bus Company Manage the City routes , current operating company is at best extremely poor organisation.</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>
NTA-C14-1459	Cycling Infrastructure	<p>onsultation</p> <ol style="list-style-type: none"> 1. Map is poor with little clarity as to what streets are the intended routes as shown on leaflets 2 No attempt at connection between cycle routes. There is a considerable amount being spent on the greenway from Dunkettle round about to Cobh Cross No connection from the city to this ie by dual use of foot path at Rochestown Between greenway at Mahon and Passage 3. An attempt should be made for linkages in all directions including Ballincolligh to City etc 4. It would appear that the existing cycle ways in many cases have been designed in an office and not by someone who cycles The detail is quite poor such as the bollard at the start of the cycle way at Sullivans Quay which is inside of the line marking In many cases no attempt has been made to allow for the camber of the road with bollards leaning inwards 	<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>

Submission Reference	Key Issue	Statement	NTA Response
		thus narrowing the width of the cycle way The gated access to cycleways is so close that one has to stop to gain access Finally there should be a separate plan for cycleways clear indicating existing and proposed direction	
NTA-C14-1460	Support for the scheme	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-12	Bus Network Redesign	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	Support for Scheme	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	General	<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)</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.

Submission Reference	Key Issue	Statement	NTA Response
		<p>upgrade to a signalised junction, the proposed new link road from Model Farm Road to N22 Carrigrohane Road where a speed limit of 80Kph applies, the impact on capacity of N27/N40 Kinsale Road Roundabout capacity, the N27 roundabout arms to Kinsale Road and proposals to N40 at Douglas . Broadly, there are a number of matters with respect to interaction with national roads network which need to be clarified.</p>	
<p>NTA-C14-1462</p>	<p>Bus Network Redesign</p>	<p>I refer to the Passage railway greenway improvement scheme. I proposed linking Cobh to the city in the past. I saw a photo from Holland of small 1 seater cars they are using in abundance. Part of my previous plan was to widen the greenway accommodate bikes and small cars etc. The lane may also accommodate a quad bike ambulance. By connecting the greenway to the south west corner of Little Island with a floating swinging bridge and floating gangway from the south east corner of Little Island to Cobh there would be a perfect transport system. A park and ride on the northern side of the IFI site would service traffic from the east. The unused rail section on the western side in Cobh would provide a major facility for cruise liner passengers direct from the city from the Cobh quay on bikes,</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>

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		scooters etc.s This would do wonders for business in the city and allow tourists view the scenic aspect of the harbour. Motorists accessing Little Island would have an alternative. I trust the above is in order	
NTA-C14-306	Other	Please rename the routes to say City Centre rather than City, like is done in Dublin	Suggestion has been noted by the NTA.

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Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-315	Other	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	General	Design does not follow international best practice or DMURS	The design follows the Design Manual for Urban Roads and Streets (DMURS) and other relevant standards, which will be reviewed further at the next stage. The National Sustainable Mobility Policy, in line with the DMURS, are based on a hierarchy of road users. This is set out throughout BusConnects, with localised narrowing kept to minimum widths where necessary. Details at bus stops are in line with relevant standards and areas in which the full BusConnects cross section is not possible, designs have been carefully thought out.
NTA-C14-315	Cycling Infrastructure	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-316	Bus Infrastructure	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	Cycling Infrastructure	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	Pedestrian Infrastructure	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-331	Support for Scheme	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	Support for Scheme	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	Bus Infrastructure	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-349	Park & Ride	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	Support for Scheme	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	Changes to Traffic Movement	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-363	Cycling Infrastructure	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	Impact on Car Parking	If the choice is tree removal or parking, the parking should always be the first to go	<p>This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process.</p> <p>A detailed parking and loading survey as well as the Environmental Impact Assessment (EIA) to assess tree removal, will be undertaken to support the next stage of design.</p>
NTA-C14-364	Support for Scheme	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-370	Support for Scheme	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	Bus infrastructure	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	General	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

Submission Reference	Key Issue	Statement	NTA Response
			<p>detailed parking and loading survey will be undertaken to support the next stage of design.</p>
<p>NTA-C14-19</p>	<p>Cycling Infrastructure</p>	<p>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</p>	<p>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.</p>
<p>NTA-C14-391</p>	<p>Support for Scheme</p>	<p>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.</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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-408	Impact on Car Parking	The residents of evergreen road are elderly and families- we need accessibility to safe parking, for ourselves and for carers.	<p>The impact on public parking and loading, particularly within village centre areas, has been reviewed and the updated design proposes to minimise and/or mitigate the impact on local residents, business owners and community members. The design has sought to minimise the impact on lost parking spaces as much as possible and identified opportunities to provide replacement parking.</p> <p>Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision.</p> <p>A detailed parking and loading survey will be undertaken to support the next stage of design.</p>
NTA-C14-408	Safety Concerns	Our neighbouring streets are un-safely narrow and filled already with illegal parking.	Noted

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-414	Support for Scheme	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	Support for Scheme	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	Bus Network Redesign	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.

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NTA-C14-423	Support for Scheme	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	General	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	Bus Network Redesign	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-428	Bus infrastructure	The decision to rely on bus gates instead of dedicated bus lanes on many routes is a terrible mistake. The error is compounded by allow these gates to operational only at peak times. There will be no compliance with these gates unless technology like traffic cameras and fines are used for enforcement. Additionally, not enough thought has been put into where diverted traffic will go following the introduction of these gates.	<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-C14-428	Other	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. These improvements will be provided in accordance with and assessed against all the relevant design guidance and standards. In particular, Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit of the corridor.
NTA-C14-430	Other	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-430	General	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	Park & Ride	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	Cycling Infrastructure	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-462	Accessibility Issues	<p>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.</p> <ol style="list-style-type: none"> 1. Accessible Stops: Universal design checks can help ensure that bus stops are accessible to everyone, including people with disabilities. This may involve ensuring there is enough room for wheelchairs, providing tactile markers for people with visual impairments, or providing seating for older adults. 2. Route Efficiency: Universal design checks can help ensure that bus routes are efficient and accessible, so that people with disabilities can easily travel to their destination. This may involve avoiding steep inclines or inaccessible areas, such as construction sites. 3. Inclusive Transportation: Universal design checks can help create a more inclusive transportation system by ensuring that bus routes are designed to serve a wide range of people, including those with disabilities, older adults, and families with strollers or young children. 4. Compliance with Regulations and Laws: In many countries, there are laws and regulations that require public transportation to be accessible to people with disabilities. Conducting universal design checks can help ensure that bus routes comply with these regulations and laws. 5. Efficient Use of Resources: By designing accessible bus routes, transportation providers can ensure that they are making the most efficient use of their resources, such as fuel and personnel, while still providing safe and accessible transportation to all riders. 	<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>

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-28	Bus Network Redesign	Bus route 223 is over crowded, single decker and unreliable. Start 223 in Passage. Connect ringaskiddy to carrigaline and Passage through an extended 216.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-474	Support for Scheme	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	Support for Scheme	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.

Submission Reference	Key Issue	Statement	NTA Response
NTA-C14-475	Changes to Traffic Movement	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	Support for Scheme	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	Impact on Trees	Tree Removal across all 11 STC schemes the NTA/Bus Connects propose the felling of 714 mature trees. It should be a mandatory requirement that you have to replace any trees you cut down with mature trees to compensate for their loss and their carbon removal loss from the atmosphere. Simply planting young trees will not compensate for this.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. In response to issues raised during public consultation, a number of sections along the route were amended in developing the PRO and a key outcome of these design interventions is the reduced impact on existing trees wherever practicable. However, there will still be a need to remove some trees. The

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			<p>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>
<p>NTA-C14-479</p>	<p>Public Information Campaign</p>	<p>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.</p>	<p>The NTA notes this response.</p>
<p>NTA-C14-479</p>	<p>Public Information Campaign</p>	<p>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</p>	<p>The NTA notes this response.</p>

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		<p>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.</p>	
<p>NTA-C14-479</p>	<p>Public Information Campaign</p>	<p>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.</p>	<p>The NTA notes this response.</p>
<p>NTA-C14-479</p>	<p>Public Information Campaign</p>	<p>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.</p>	<p>The NTA notes this response.</p>

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NTA-C14-479	Technical Data/Surveys	It is quite unbelievable that the NTA/Bus Connects has drafted two rounds of these STC proposals without data from a traffic survey in the affected areas. This surely is the first step to be undertaken in the process before engineers etc draft such proposals and such data should be made available to the general public during the public consultation periods.	Traffic surveys have been undertaken to inform the development of the design. These surveys are utilised in a local traffic modelling exercise which will be carried out during the next design stage.
NTA-C14-29	Support for Scheme	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	Bus Infrastructure	Both the cycle lanes and bus corridors need drastic improvements.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.

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NTA-C14-482	Cycling Infrastructure	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	Support for Scheme	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	Other	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.

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NTA-C14-566	Support for Scheme	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	Other	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	Changes to Traffic Movement	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

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			enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.
NTA-C14-566	Other	It is also imperative that Bus Connects is in compliance with our national and regional plans and policies. It appears that the current iteration of Bus Connects is at odds with the National Investment Framework, the National Development Plan, the Regional Spatial and Economic Strategy for the Southern Region.	BusConnects is the National Transport Authority’s programme to greatly improve bus services. It is a key part of the Government’s policies to improve public transport and address climate change in Cork and other cities. It is included within the following national and regional policies: The National Development Plan 2021 – 2030; Cork Metropolitan Area Transport Strategy 2040; and The Climate Action Plan 2023. All relevant policy and plans at both the regional and national level will be adhered to across the BusConnects Scheme.
NTA-C14-567	General	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.



Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
Harcourt Lane,
Dun Sceine,
Dublin 2,
D02 WT20.

NTA - Cork Office
Suite 427
1 Horgan's Quay, Waterfront Square,
Cork
T23 PPT8



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na hÉireann
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