



Maryborough Hill to City Sustainable Transport Corridor

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



Rialtas
na hÉireann
Government
of Ireland

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Project Ireland
2040

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

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1. Executive Summary

1.1 Introduction

The aim of the BusConnects programme is to transform Cork's bus system, with the Sustainable Transport Corridor project providing bus lanes/bus priority cycling and pedestrian 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 conjunction with Cork City Council and Cork County Council, which seeks 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 (STC) I – Maryborough Hill to City.

1.2 Purpose of the Non-statutory Public Consultation

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

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

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

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

1.3 Public Consultation Process for BusConnects 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

The second round of non-statutory public consultation on the Sustainable Transport Corridors was undertaken between the 30th March 2023 and the 25th May 2023. The Preferred Route Options within this consultation have been listed below.

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

Each of the Preferred Route Options can be seen below in **Figure 1** with the Maryborough Hill to City route designated as Sustainable Transport Corridor I.

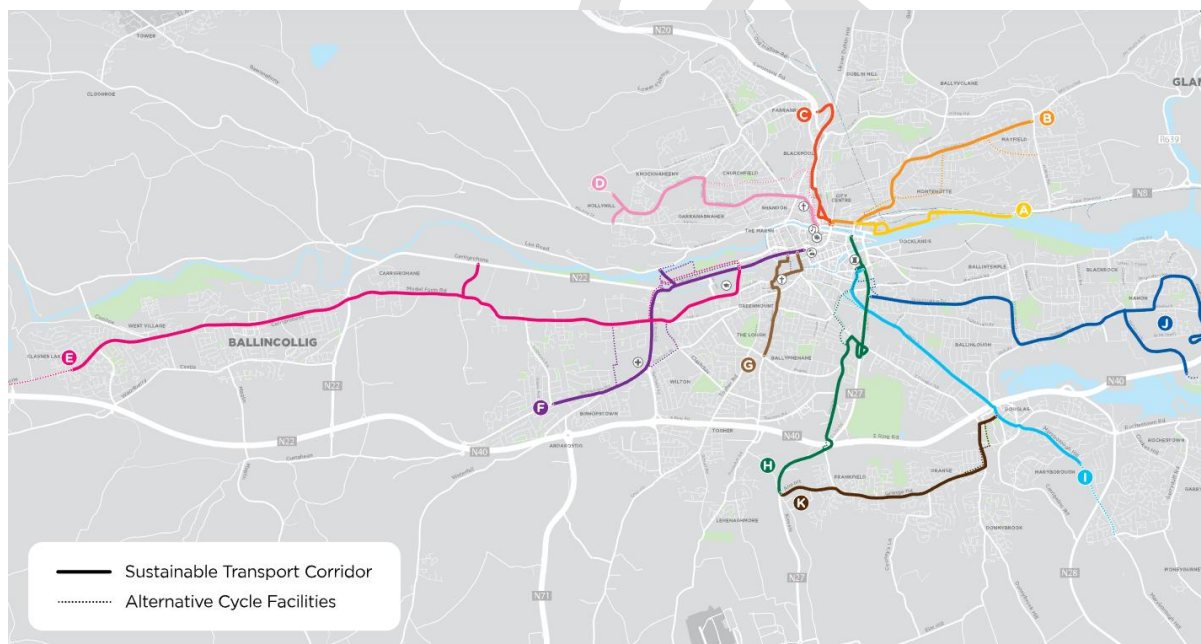


Figure 1: Sustainable Transport Corridors Preferred Route Options.

Property owners/occupants potentially affected by the proposals were notified by post and a one-to-one meeting was offered in each case.

Public Information Events relating to STC I were held at the following location:

- Rochestown Park Hotel, on Friday 21st April.

A Community Forum Event was held at the following location:

- Rochestown Park Hotel, on Wednesday 26th April.

Copies of the Sustainable Transport Corridor Preferred Route Brochure were available to the public at the Public Information Events, and the Brochure was available for downloading from the Authority's website. Relevant background technical reports were also available for downloading from the Authority's website. The public were invited to make written submissions relating to the Preferred Route consultation brochure. Submissions could be made by post or online via:

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

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 process. 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/>

The additional supporting information on the website included:

- STC I – Maryborough Hill to City Preferred Route Options Brochure

1.5 Submissions Received

There were 530 submissions specifically related to STC I Maryborough Hill to City. These submissions ranged from individual submissions by residents, commuters, and local representatives, to detailed proposals from public bodies, various associations and private sector businesses.

1.6 Main Issues Raised

The submissions received cover a wide spectrum of views. Most of the submissions raised concerns about specific issues associated with the scheme. Some submissions were supportive of the scheme while other submissions expressed qualified support. The main issues raised in the submissions included.

1. Impact on Trees, Character, and Heritage
2. Traffic Impact
3. Alternative Proposals
4. School Traffic
5. Environmental Issues
6. Douglas Village / Well Road
7. Technical Data / Surveys
8. Cycling Infrastructure
9. Pedestrian Infrastructure
10. Impact on Car Parking
11. Access to Properties
12. Public Information Campaign

13. Potential Land Acquisition
14. General
15. Bus Infrastructure
16. Risk of Subsidence
17. Impact on Community
18. Impact During Construction Stage
19. Impact on Property Value
20. Support for Scheme
21. Park & Ride
22. Business and Retail Impact

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

2. Introduction

This report focuses on STC I Maryborough Hill to City. The second round of non-statutory public consultation on the Sustainable Transport Corridors was undertaken between 30th March 2023 and the 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.

Public Information Events relating to STC I were held at the following location:

- Rochestown Park Hotel, on Friday 21st April.

A Community Forum Event was held at the following location:

- Rochestown Park Hotel, on Wednesday 26th April.

Copies of the Sustainable Transport Corridor Preferred Route Brochure were available to the public at the Public Information Events, 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 Options consultation brochure. Submissions could be made by post or online via: <https://consult.nationaltransport.ie>.

3. Submissions Received

There were 530 submissions specifically related to STC I Maryborough Hill to City (See Appendix A for full details). Submissions ranged from submissions by residents, commuters, and local representatives, to detailed proposals from public bodies, various associations, and private sector businesses. Appendix B provides listings and responses to submissions that related to multiple STCs.

4. Issues Raised in the Submissions

All 530 submissions 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
Impact on Trees, Character, and Heritage	268
Traffic Impact	221
Alternative Proposals	183
School Traffic	139
Environmental Issues	91
Douglas Village / Well Road Traffic	91
Technical Data / Surveys	84
Cycling Infrastructure	77
Pedestrian Infrastructure	74
Impact on Car Parking	72
Access to Properties	61
Public Information Campaign	54
Potential Land Acquisition	53
General	48
Bus Infrastructure	35
Risk of Subsidence	35
Impact on Community	32
Impact During Construction Stage	31
Impact on Property Value	28
Support for Scheme	27
Park & Ride	26
Business and Retail Impact	24

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

Issue 1: Impact on Trees, Character, and Heritage

The impact that proposals would have on trees and historic stone walls along the corridor generated the largest number of submissions.

Submissions were concerned about the negative impact removal of historic stone walls and mature trees would have on the character of the area. Submissions noted that some of the walls and trees were centuries old and had protected status. There were concerns that removal of the walls and trees would remove the distinct character of the area as one of the most attractive in the city. Several submissions were concerned that these distinct features would be replaced with a generic highway.

Several submissions raised concerns that Douglas Road would lose its unique character and attractiveness if the mature trees were to be removed as part of the proposals. Submissions noted that some of the trees were more than a century old and added to the heritage of the area. Some submissions were concerned about the potential impact of the proposals on the environment in general and the detrimental effect this may have on biodiversity and air pollution.

Concerns were also raised that replacement trees might not compensate for the removal of the mature trees due to older trees being able to absorb more carbon dioxide. Submissions highlighted concerns that the removal of trees would not help in meeting Ireland's Climate Change Targets.

Submissions offered the alternative of retaining the existing trees as a buffer between pedestrian and vehicles. General traffic and bus lanes could run on the inside of the trees with the footways and cycle tracks running behind the existing tree line. Some submissions also suggested relocating the existing trees further back from the carriageway instead of removing them.

A number of submissions raised concerns about the reconfiguration of Fingerpost roundabout to a signalised junction as this is viewed as a local landmark and of aesthetic value to the area.

NTA Response to Issue 1:

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.

Furthermore, 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 the latest design drawings, changes have been made to reduce the number of property boundaries proposed to be impacted from 69 to 27. In particular, proposals for Douglas Road and Maryborough Hill in the vicinity of Lime Trees Road have been amended to avoid the need for any road widening and therefore avoid impacting on adjacent trees and boundary walls.

There will still be a need to remove some trees to facilitate the construction of this scheme. 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, and plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.

The relocation of some boundary walls will also be required to facilitate the construction of this scheme. Where boundary walls are required to be realigned or replaced this will be undertaken in a manner that is sympathetic to the character and heritage of the area. Walls, fencing and entrances will be restored on a like for like basis. In this way it is anticipated that the proposals will address the potential impact on the character and heritage of the area.

Issue 2: Changes to Traffic Movement

Concerns were raised that the proposals would negatively impact congestion along the route and on surrounding streets. The submissions highlighted that proposed bus gates and traffic restrictions may lead to traffic finding alternative routes through residential streets or will increase congestion and journey times.

Submissions were concerned that the proposed bus gates on Douglas Road would push traffic onto Well Road and South Douglas Road.

Submissions queried whether Douglas Road and South Douglas Road could be made one-way in opposing directions to create an inbound and outbound loop, referencing the Cork Metropolitan Area Transport Strategy. Submissions noted that this plan may reduce the impact on trees, heritage and communities on the corridor. However, submissions also raised concerns that this would have a negative impact on bus uptake due to the extra distance required to access stops on the other road.

Further submissions raised concerns about the impact that proposed traffic restrictions would have on smaller residential streets in the following areas:

- The proposed closure of Capwell Road and High Street to through traffic and the knock-on effect on surrounding streets including Windmill Road
- The proposed outbound bus gate adjacent to St Finbarr's Hospital and the reversing and relocation of the one-way restriction on Ballinlough Road
- The proposed bus gates on Douglas Road causing increased traffic on residential estates to the north and south such as Hettyfield, Rosemount, Cross Douglas Road, Eglantine, Nursery Drive, etc.
- Bus gates resulting in an increase in traffic on Ballinlough Road

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NTA Response to Issue 2:

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.

The impacts of the scheme on the surrounding road network, outside of the main STC I route, will be further assessed as part of the traffic modelling exercise which will be carried out during the next design stage, with mitigation measures provided where appropriate.

The proposed bus gates and restrictions on traffic movements 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, although short diversions may be required in certain locations where bus gates are proposed. The majority of the through traffic from the southeast of the city will be facilitated on Boreenmanna Road, Cork South Ring Road and Cork South Link Road.

The following changes have been made to the proposed design:

- Capwell Road is to remain open to two-way traffic. Windmill Road and High Street will remain as existing but High Street is proposed to be closed at its junction with Douglas Road and Capwell Road. The extent of the road closure on High Street has been reduced to accommodate an existing private access near to the junction with Douglas Road.
- The proposed bus gate at the Well Road junction has been relocated to the west of the Rosebank junction. Between the two bus gates the existing road arrangement is to remain. A 30km/h speed limit is also to be introduced between the two bus gates to accommodate users cycling in the carriageway.
- The vehicle access to Douglas Community School Astro Pitches has been reinstated.
- The outbound bus lane between Well Road and Douglas Relief Road is no longer proposed. Bus priority would instead be provided using traffic signal timings at the adjacent junctions. The inbound bus lane has been extended to allow clear passage for inbound buses.
- The bus gate at the top of Church Street is to be replaced with a left turn ban from Church Street onto East Douglas Street.
- Two-way traffic on Old Carrigaline Road is no longer proposed and the existing one-way traffic arrangement has been retained. The taxi rank on Old Carrigaline Road is to be evening/night-time only and will revert to parking during daytime hours.
- On Maryborough Hill an inbound bus lane is no longer proposed between Lime Trees Road and the Paddocks. Consequently, there is no need for land acquisition on either side of the carriageway.
- The configuration of the outbound bus stop to the east of Lissadell has been amended to retain access to the existing private accesses.

Issue 3: Alternative Proposals

A number of submissions queried why the Cork Metropolitan Area Transport Strategy (CMATS) proposal for Douglas Road and South Douglas Road to be made one-way in opposing directions had been dismissed. Submissions requested that these proposals be revisited as they were viewed to have less impact on Douglas Road and traffic. However, some residents raised concerns about these proposals as they would have to walk between the two roads depending on which direction they were travelling and this may reduce the catchment area for the bus routes.

Submissions queried whether a trial period for the proposed bus gates could be investigated to determine whether these interventions alone would be sufficient to solve traffic and speed up bus journey times without the need to widen the carriageway and impact on the trees and adjacent properties along the corridor.

Further submissions raised a number of alternative proposals:

- Provide a bi-directional cycle track instead of one-way tracks
- Cycles to share the carriageway with buses and/or general traffic
- Address pinch points in isolation rather than the corridor as a whole
- Reduce the speed limit along to corridor to 30kph
- Positioning of bus stops

NTA Response to Issue 3:

The designs taken to public consultation March – May 2023 were concept designs produced for the purpose of public engagement. All aspects of the proposals will be reassessed during the next design stage.

In relation to specific points raised:

- Further assessment of a one-way traffic management system for Douglas Road and South Douglas Road will be undertaken to establish the Preferred Option Report. One-way routes have generally been avoided for the bus routes, where possible, to ensure coherence and usability of the route in both inbound and outbound directions.
- Further assessment of the bus priority interventions and cycle infrastructure will be carried out to establish the Preferred Option Report.
- Locations of bus stops along the route are to be reviewed.

Issue 4: School Traffic

A number of submissions related to traffic generated by the local schools. There were concerns that the proposals did not provide sufficient alternatives for people to access the local schools and so this traffic would be diverted onto residential streets due to the proposed bus gates. It was suggested that dedicated school buses be provided or specific interventions to reduce school traffic.

The submissions highlighted the high number of schools in the vicinity of the corridor and the number of pupils attending these schools. There were concerns raised about how pupils would access these schools once the proposals had been implemented. Several submissions noted the impact this might have on residential streets and local

residents due to parents finding alternative routes to access the schools. It was suggested that improving school specific public transport arrangements would reduce the need for a number of further interventions.

NTA Response to Issue 4:

The Safe Routes to School (SRTS) Programme was developed in partnership with the NTA and Green-Schools in 2020 as a response to the need to support schools to increase walking and cycling to school. The aims of the SRTS Programme are to:

- Improve safety at the school gate by providing 'front of school' treatments to alleviate congestion and improve access;
- Improve access routes to school by improving walking and cycling infrastructure; and
- Increase the number of students who cycle to school by expanding the amount of cycle parking.

The proposals set out as part of the BusConnects project will complement the interventions being developed as part of SRTS Programme and all schools are encouraged to sign up.

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.

Issue 5: Environmental Issues

Concerns were raised that the proposed bus gates would result in increased traffic levels on adjacent residential streets and that this may result in higher levels of noise and air pollution around private residences and schools. Some submissions noted that the proposed removal of trees along the scheme, particularly on Douglas Road, would lead to further noise pollution increases as these trees currently act as a sound barrier. Similarly, some submissions were concerned that as the road was to be widened in many places, traffic would be brought closer to properties, further increasing noise and air pollution.

Concerns were raised that the removal of mature trees and hedgerows along the route would have a detrimental impact on biodiversity. Submissions felt that removing mature trees and greenspace to be replaced by asphalt and concrete to improve the environment was contradictory.

Some submissions raised concerns that converting East Douglas Street to a two-way street with priority for buses would lead to noise level increase, particularly at night.

Some submissions noted that the increased journey times / distances required for private vehicles because of the proposed bus gates would cancel out the environmental benefits of increased bus use and active travel.

NTA Response to Issue 5:

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

The arrangement of Douglas Road has been reconsidered and altered in the latest designs. The proposed bus gate near the Well Road junction has been relocated to the junction with Rosebank and will operate during the morning peak. The proposed bus gate at St Finbarr's Hospital hospital will operate during the evening peak. Outside of these peak hours traffic can travel up and down the Douglas Road as normal. Between the two bus gates the speed limit will be reduced to 30km/h and cycles will share the carriageway with general traffic. This reduces the impact of widening along the narrowest sections of the route and therefore reduces the number of mature trees and hedgerows.

Issue 6: Douglas Village / Well Road Traffic Movements

A large number of submissions raised concerns about the impact the proposals would have on Well Road and the surrounding residential areas (Hettyfield, Eglantine, etc). It was raised that the proposed inbound bus gate on Douglas Road would force traffic from Douglas Village and the Ring Road into Well Road. Concerns were raised that Well Road would not be able to accommodate this traffic due to it being a narrow residential street. Submissions noted that existing traffic signs on Well Road state that it is not suitable for HGVs and some submissions referred to the EPA's Clean Air Together Project indicating that air quality on Well Road was already poor.

Submissions highlighted that congestion on Douglas Road was due to the bottleneck at Douglas Village. Submissions felt that proposals around Douglas Village would not improve this current situation and may even worsen it. Submissions highlighted that if this bottleneck were to be resolved then the inbound bus gate on Douglas Road may not be required, avoiding any potential rerouting of traffic onto Well Road and other surrounding streets.

NTA Response to Issue 6:

The impacts of the scheme on the surrounding road network, outside of the main STC I route, will be further assessed as part of the traffic modelling exercise which will be carried out during the next design stage, with mitigation measures provided where appropriate.

The proposed bus gates and restrictions on traffic movements aim to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the highway boundary. Local access will be maintained, although short diversions may be required in certain locations where bus gates are proposed. The majority of the through traffic from the southeast of the city will be facilitated on Boreenmanna Road, Cork South Ring Road and Cork South Link Road.

The following changes have been made to the design around Douglas Village:

- The proposed bus gate at the Well Road junction has been relocated to the west of the Rosebank junction.
- The outbound bus lane between Well Road and Douglas Relief Road is no longer proposed. Bus priority would instead be provided using traffic signal timings at the adjacent junctions. The inbound bus lane has been extended to allow clear passage for inbound buses.
- The bus gate at the top of Church Street is to be replaced with a left turn ban from Church Street onto East Douglas Street.
- Two-way traffic on Old Carrigaline Road is no longer proposed and the existing one-way traffic arrangement has been retained. The taxi rank on Old Carrigaline Road is to be evening/night-time only and will revert to parking during daytime hours.

Issue 7: Technical Data / Surveys

Submissions outlined that there was not enough baseline data collected before the design of STC I. Residents were disappointed that in-depth environmental, air quality, traffic, safety, transport demand, social, cost/benefit, economic, architectural, archaeological, and historic heritage data had not been collected and analysed prior to the decision-making process. Residents requested that this information be displayed transparently to the public.

Submissions noted that some of the items in the OS Mapping used were out of date and there were instances of missing information, they also noted that these maps were two-dimensional and did not include information on levels, and the accuracy of this mapping was questioned. Some trees were also not represented on the maps provided, and it was requested that an up-to-date tree survey is performed to inform the next design stage.

NTA Response to Issue 7:

The designs taken to public consultation March – May 2023 were concept designs produced for the purpose of public engagement. At this stage of the project, it was not appropriate to carry out all of the in-depth studies mentioned above. More detailed studies will be performed as the project progresses through the design stages.

The updated proposals have been designed using detailed three-dimensional (3D) topographical surveys for the entire route. Additionally, a range of other surveys have been conducted (for example, detailed tree and traffic surveys) to gather data that has been used to develop the design.

The potential impacts of the scheme will be assessed 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 all potential environmental impacts, including impacts on; Population & Human Health, Biodiversity, Noise & Vibration, Air Quality & Climate, Soils & Geology, Water Resources, Landscape & Visual, Traffic & Transport, Material Assets, Waste Management and Cultural Heritage. This assessment will include for impacts generated during the construction phase as well as the operational phase of the project. These impacts will be considered by An Bord Pleanála in their assessment of the scheme. A construction management plan will be developed to manage and mitigate impacts during construction.

Road Safety Audits and Cost Benefit Analyses will be performed and the results of these will also be used to inform and justify the next design stage.

Issue 8: Cycling Infrastructure

A number of submissions related to the proposals showing cross sections where pedestrians and cyclists are at the same level with no physical separation. There were concerns raised that a lack of physical separation between pedestrians and cyclists and the increased risk of conflicts and collisions – pedestrians may walk in the cycle track and vice versa. Submissions were also concerned that while a 1.5m footway and cycle track is proposed for sections of the route, the effective width of these sections would be reduced due to street furniture such as traffic signs.

Some submissions raised concerns about the proposed cycle tracks not being continuous for the entirety of the scheme with cyclists expected to join the carriageway at various points, use quieter side streets, or cross between one-way and two-way cycle tracks. There were concerns this may lead to cyclists using the footways instead of following the proposed route and/or lead to safety concerns for people cycling.

Submissions suggested that separated cycle tracks may not be required along the entirety of the route – cyclists could share the carriageway with buses and/or general traffic if speed limits were reduced to 30kph, there may be alternative routes to the STC for cyclists, and the various gradients along the corridor may deter users. Some submissions suggested that where it was required for the road to be widened to accommodate separated cycle tracks, that existing walls and trees be retained and act as a buffer between the carriageway and cycle track / footway.

Submissions were concerned with the proposed cycle layout at the Fingerpost junction. It was raised that the proposed build outs between cycle track and

carriageway were too small and may result in blind spots for people turning to cross the carriageway.

It was noted in the submissions that cycle parking should be considered to complement the proposals.

NTA Response to Issue 8:

Douglas Road has been identified as a key cycle route into Cork City Centre. 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.

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.

Segregated cycle facilities have been provided wherever practicable based on available widths and constraints. Where there is insufficient space to provide segregated facilities, the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.

Further assessment of arrangements for the Fingerpost junction have been undertaken and the layout has been amended to improve facilities for people cycling.

The provision of cycle parking is outside of the scope of this work.

Issue 9: Pedestrian Infrastructure

Submissions were positive to the proposal to provide footways on both sides of the carriageway along the corridor where there is current only one, particularly on Douglas Road in the vicinity of various schools. Some submissions raised concerns that further improvements were required for pedestrians including crossing points on key desire lines and improved crossing priority for pedestrians. Submissions also noted that a number of side roads off the corridor do not currently have footways and that these should be provided as part of the scheme due to the potential of the proposed bus gates resulting in increased traffic on adjacent streets.

Submissions raised safety concerns for pedestrians regarding proposals showing pedestrians and cyclists sharing a shared footway for various sections of the corridor.

Concerns were also raised that widening the carriageway may make it more dangerous for children and the elderly to cross.

NTA Response to Issue 9:

Pedestrian safety and connectivity has been a primary driver for the 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;
- 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.

Issue 10: Impact on Car Parking

Submissions raised concerns that a number of on-street parking space were to be removed on Douglas Road as part of the scheme. Submissions were concerned that if no alternative was to be provided then it would be difficult for local residents to access their properties. Some submissions were concerned that the removal of on-street parking on Douglas Road may exacerbate existing parking issues near to the various sports ground and schools along the corridor. It was noted that this may also lead to an increase in the number of cars being parked on side streets or illegally along the corridor.

Several submissions highlighted that current proposals did not make it clear how vehicles could access the Fingerpost Medical Practice and Vet on East Douglas Street.

Other submissions raised concerns regarding parking in the following locations:

- Rosebank – parking currently used by parents dropping their children off at Ballinlough Primary School.
- Ballinlough Road – concern that parking may be removed at the western end. Queried whether this was required as the proposed one-way restriction on Ballinlough Road would reduce traffic coming from Douglas Road.

NTA Response to Issue 10:

The impact on public parking and loading has been reviewed, with alternative options considered where feasible to minimise and/or mitigate any impact on local business owners, residents and community members. Parking surveys will be carried out during the 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 existing provision of disabled parking will be maintained along the corridor; however, the location of certain parking bays may be subject to change.

Issue 11: Access to Properties

Submissions were concerned that the proposals may make it difficult to access properties and side roads off Douglas Road due to need to cross footways, cycle tracks, bus lanes and general traffic lanes. A number of submissions raised this in relation to Baltimore Lawn.

Submissions raised concerns that increased traffic on side roads may make it difficult for residents to access / exit their properties onto busy roads.

Submissions also felt that the proposed bus gates and traffic restrictions would make it difficult for residents to access properties around these restrictions.

NTA Response to Issue 11:

The impact on properties boundaries has been assessed further in terms of how it may affect access arrangements to properties. It is noted that as the design progresses, impacts on driveway gradients and access will continue to be reviewed with changes incorporated if appropriate.

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 scheme. Existing in curtilage parking will not be impacted on this corridor.

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.

Issue 12: Public Information Campaign

A number of submissions felt that submissions from the previous round of Public Consultation had not been considered in the amended plans. Submissions felt that there had been a lack of communication from the NTA and that the NTA had not engaged sufficiently with local residents. Submissions raised concerns that it was difficult to review information on the BusConnects website and the presentation of information was not clear or easy to follow.

Responses requested that an additional round of consultation be proposed to allow alternatives to be properly considered.

NTA Response to Issue 12:

This second round of non-statutory public consultation was performed by the NTA to allow early engagement on the project so that the public are included in the project as it progresses. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.

As part of this non-statutory public consultation this STC received 530 submissions. In addition, there has been one Community Forum which was held in Rochestown Park Hotel, and a public information event that was held in Rochestown Park Hotel. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with 35 community and business groups city-wide.

A media campaign has been ongoing to provide the public with information on the proposals. Landowners who may be subject to land acquisition as a result of the proposals have been directly contacted by the NTA. In addition, over 95,000 information leaflets were delivered to households city-wide.

Detailed surveys and assessments will be undertaken at the next design stage to both inform the design development and assess the impacts of the scheme. Where appropriate measures will be provided to mitigate any impacts.

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.

Issue 13: Proposed Land Acquisition

Many residents were concerned about the acquisition of private land to deliver the scheme. Particular concerns that were raised include the possible loss of aesthetic amenity, reduction in driveways and parking areas, reduction in property value, loss of safe access, privacy and security, potential impacts on boundaries and walls and the loss of private outdoor space.

A number of residents expressed concerns that the acquisition of private land in order to provide cycle lanes was excessive and unnecessary, believing that there would not be any significant usage in cycle lanes due to steep gradients and weather conditions. Some residents also expressed the opinion that the proposed width of footpaths was excessive in some areas and that there are no issues with the existing conditions. Some residents stated that a bus lane was not necessary on Douglas Road and Maryborough Hill, or that the length of bus lane could be reduced, as there are currently no issues with congestion in these locations.

Concerns were raised that land acquisition on the Maryborough Hill could result in gradients that impact accessibility to and from the property.

NTA Response to Issue 13:

The impact on properties boundaries has been assessed further in terms of how it may affect access arrangements to properties. The proposed design has reduced the number of affected properties from 69 to 27. It is noted that as the design progresses, impacts on land acquisition from adjacent properties will continue to be reviewed with changes incorporated if appropriate. Acquiring land from properties is seen as a last resort and will only be considered where alternatives are deemed not feasible.

Issue 14: General

A number of submissions related to the general principles and management of the BusConnects scheme and STC I. Submissions raised concerns that there was no justification for widening Douglas Road and that the bus network could be prioritised and improved through other means.

Submissions raised concerns that the bus lanes may be converted to general traffic lanes in the future once the road had been widened.

A number of submissions raised concerns relating to several of the key issues highlighted within this report.

NTA Response to Issue 14:

All submissions from the previous consultation process were documented and considered in the current concept design.

Submissions from this round of consultation are included within Appendix A of this report, with responses to each either provided within the key issues or independently within the Appendix. Where submissions included multiple issues, these have been broken down into categories with appropriate responses provided to each issue.

Any alternate options will be assessed to establish the Preferred Option Report, with modelling assessments undertaken during the next design stage.

Issue 15: Bus Infrastructure

Several submissions noted that dedicated bus lanes may not be required for the full length of the corridor and that congestion issues may be solved by providing a dedicated school bus network to reduce associated school traffic, and by reconfiguring a few poorly designed junctions around Douglas village. However, some submissions noted that bus priority interventions such as bus lanes, bus gates and priority signals would only be effective if they were strictly enforced.

Submissions queried whether additional interventions would be implemented to supplement the proposed bus corridors – contactless ticketing, increased number of bus shelters, and an increased number of buses.

NTA Response to Issue 15:

Traffic and queue surveys have been assessed to determine the length and locations of bus lane required along the corridor. The bus lane east of Fingerpost Roundabout has been reduced and therefore the need for land acquisition on Maryborough Hill in the vicinity of Lime Trees Road has been removed.

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.

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.

Issue 16: Risk of Subsidence

A number of submissions also raised concerns over potential subsidence issues being exacerbated by road widening which could cause damage to homes or lead to home insurance issues for residents in the area.

NTA Response to Issue 16:

As the design progresses geotechnical studies will be undertaken to assess the ground conditions along the route and eliminate the possibility of subsidence.

Issue 17: Impact on Community

Concerns were raised that proposals did not consider the needs of local residents and as they felt proposals would lead to an increase in traffic on residential streets. It was also raised that it may now be harder for residents to make local journeys in their local area.

NTA Response to Issue 17:

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. The scheme also proposes safe crossing points for pedestrians and cyclists, improving connectivity across the corridor, throughout the route.

By encouraging active travel modes, it is hoped that improved health and wellbeing will be promoted in the community. Public Realm improvements, enhanced greenspaces and village cores will be carefully considered to improve community amenities along the routes.

Issue 18: Impact During Construction

Submissions raised concern over the impact to properties during the construction phase of the project. Concerns raised included noise pollution, emissions, disruption and potential access issues.

NTA Response to Issue 18:

A construction management plan will be prepared with the aim of minimising the potential impacts and disruption experienced during the construction stage. Unfortunately, some level of disruption will be unavoidable. Access to all services and properties will continue to be possible at all times during construction.

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

Issue 19: Impact on Property Value

Many residents who were either directly or indirectly impacted by proposals raised concerns over the possible devaluation of their property. Submissions raised concerns about the impacts that land acquisition could have on property including the potential increase in noise levels, reduced aesthetic value (removal of hedges and shortening of gardens), reduction of driveway length (and parking space), removal of safe access to property, reduction of privacy and security (hedge removal & reduction in distance from the public road).

Other residents were concerned that proposals may indirectly impact the value of their homes. The indirect impact included vehicle restrictions, possible increase of traffic volumes on residential roads, potential loss of parking, potential loss of trees etc.

NTA Response to Issue 19:

The number of affected properties has been reduced from 69 to 27 in the updated design. 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 Compulsory Purchase Order be required, this process will fairly and impartially assess the impact of the proposed scheme on properties and provide for mitigation measures including for the construction of new boundary walls, parking, access and landscaping.

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 taken into account by An Bord Pleanála in their assessment of the scheme.

The BusConnects proposals are seeking to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it is anticipated that accessibility of properties located within this area will improve.

Issue 20: Support for Scheme

Submissions noted support for the scheme. Some of the specific items supported include:

- General support was noted for measures which prioritised the movement of buses, cyclists and pedestrians, even if this resulted in impacts on the movement of cars.
- General support was received for the attempts to significantly improve pedestrian and cycle facilities. In particular, support was noted on the implementation of island bus stops, improved segregation for cyclists and continuous provision of footpaths on Douglas Road.
- There was support for public realm improvement measures scheme wide, and particularly in Douglas Village.

NTA Response to Issue 20:

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.

Issue 21: Park & Ride

Submissions raised that consideration should be given to implementation of Park & Rides around Douglas, Maryborough Hill and the south east of the city in order to reduce commuter and school traffic on Douglas Road.

NTA Response to Issue 21:

Park and ride facilities are also being explored as part of the overall BusConnects programme. These would complement the proposals for Sustainable Transport Corridors.

Issue 22: Business and Retail Impact

Several submissions raised concerns regarding access arrangements to the Fingerpost Medical Practice and vet on East Douglas Street due to the proposed bus gate and parking proposals. Concerns were also raised about how proposals would impact businesses in the wider Douglas village. Some submissions noted that the location of the businesses within Douglas meant that they could only be accessed by car. It was also raised that the number of large businesses providing free parking in the area was generating significant traffic around Douglas village. Some submissions were concerned that the proposed bus gates and changes to traffic movements and parking may impact the economic viability of Douglas village.

Submissions were concerned that it may be difficult to access / exit St Finbarr's Hospital under the current proposals due to the high number of vehicles requiring access and the proposed bus gate on Douglas Road in the vicinity of the hospital entrance. Similarly, concerns were raised that the proposals would have a significant impact on Irish Blood Transfusion Service (IBTS) provided by St Finbarr's Hospital as this requires uninterrupted 24/7 access.

Concerns were raised within the submissions that the removal of dedicated turning lanes and filters lanes at junctions on Douglas Road would make it difficult to access businesses. There were also concerns that proposed bus gates on Douglas Road would make it difficult to access businesses such as Tesco, KFC and McDonalds.

Some submissions raised concerns about the impact that construction would have on businesses along the corridor.

NTA Response to Issue 22:

The proposals for STC I retain access to all businesses, although short diversions may be required in certain locations where bus gates are proposed.

The impacts of the scheme on the surrounding road network, outside of the main STC route, 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.

Any impact on the Irish Blood Transfusion Service (IBTS) provided by St Finbarr's Hospital will be reviewed during production of the Preferred Option report.

It is expected that the reduction in traffic flows will mitigate the removal of the dedicated turning lanes and filter lanes at junctions.

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Reference	Statement	NTA Response
NTA-C14-9	<p>This outbound bus gate near to St Finbarr's Hospital will cause significant problems on Ballinlough Road, as it appears this is the direction traffic will be diverted coming from the City up the Douglas Road when the bus gate is in operation. This road is very narrow already, and could not accommodate any large vehicles such as lorries. It is already basically a single track road given the amount of residential parking on the road, and so will cause traffic to come to a halt along this "diversion".</p> <p>Traffic coming up the Ballinlough road towards the Douglas road must turn left (towards the bus gate) given the current signage on the road. There does not appear to be any proposal for signage or recommended diversions, so traffic will either have to break the laws of the road and turn right at this location, or break the laws of the road and drive through the bus gate during operational hours. This Bus gate would be better placed after Bellair estate, to allow traffic to be diverted up a wider, dual track road. This would also allow traffic to actually turn right towards the City Centre.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-9	Website design is allow poor and prevents me from attaching DOCX, PNG and JPG files, even though it says this is possible.	Please see the NTA's response to Issue 12 in this report
NTA-C14-9	<p>The outbound bus gate at St Fibarr's will cause significant problems on Ballinlough Road, as it appears this is the direction traffic will be diverted coming from the city up the Douglas Road when the bus gate is in operation.</p> <p>This road is very narrow already and could not accommodate any large vehicles such as lorries. It is already basically a single-track road given the amount of residential parking on the road, and so will cause traffic to come to a halt along this "diversion".</p> <p>Traffic coming up the Ballinlough road towards the Douglas Road must turn left (towards the bus gate) given the current signage on the road. There does not appear to be any proposal for signage or recommended diversions, so traffic will either have to break the laws of the road and turn right at this location or break the laws of the road and drive through the bus gate during operational hours.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-9	This Bus gate would be better placed after Bellair estate, to allow traffic to be diverted up a wider, dual track road. This would also allow traffic to actually turn right towards the City Centre.	Please see the NTA's response to Issue 3 in this report
NTA-C14-9	Website design is allowed poor and prevents me from attaching DOCX, PNG and JPG files, even though it says this is possible.	Please see the NTA's response to Issue 12 in this report
NTA-C14-11	Concerns relate to the proposed location of the outbound bus stop near to Maryborough Ridge. Concerns mainly relate to noise and anti-social behaviour. Assuming that it's necessary to move the bus stop in the first instance, is to move it a short distance in a southerly direction. By so doing, it is further away from the houses and there is more screening between the houses and the stop (due to the existing line of established trees that have been there for decades).	Please see the NTA's response to Issue 3 in this report
NTA-C14-17	Author requesting update on the cycle \ Pedestrian route drawing for Skehard road to Douglas aswell as the bus corridor	Outside of scope.
NTA-C14-44	The proposed widening of the Douglas Rd will gravely affect the whole area and natural habitat. Has a survey been done to see what animals live here including bats, if so where is this survey?	Please see the NTA's response to Issue 5 in this report
NTA-C14-44	Douglas is an old suburb and the road has a unique character and some very old trees and walls. It is wrong to tear down this and to cut well established trees to make way for an overly wide road. This road seems to be very wide and unsuitable for an old established area with its own history and charm.	Please see the NTA's response to Issue 1 in this report
NTA-C14-44	Another round of planning and design is required.	Please see the NTA's response to Issue 12 in this report
NTA-C14-49	<p>The Maryborough corridor has the potential to take a huge number of cars off the road, but only if the bus can be made a more attractive option.</p> <p>If the buses end up caught in the same traffic as the cars, this will not happen. Bus priority is a crucial part of the scheme. Replacing bus lanes with bus gates is only going to work if they are strictly enforced. I suspect cameras will be needed.</p> <p>If BusConnects only takes away car space, but doesn't move people from cars into buses it will be worse than a failure, it would make journey times even worse for everyone. The only path to success is strict bus priority for the whole length of the route.</p>	Please see the NTA's response to Issue 15 in this report
NTA-C14-51	Cycle lanes should be dedicated instead of shared with the pedestrian path, especially along Douglas Road. Otherwise pedestrians will walk in the cycle lane which will create conflict between pedestrians & cycle lane users. It will also encourage many potential users of the cycle lane to use the road instead as it will look safer than using a shared pedestrian / cycling surface.	Please see the NTA's response to Issue 8 in this report
NTA-C14-59	The proposed cycle lane doesn't make any sense on both sides of the road. Does this mean we are unable to park outside our own front door? Local residents would have to walk up to the new car parking area in all weather's carrying shopping, fuel, and themselves.	Please see the NTA's response to Issue 10 in this report
NTA-C14-59	Relocating pedestrian crossing on Douglas Road makes it inconvenient to access hospital. It is proposed to reduce the number of bus stops in the area which will not encourage more people to use the bus as is your intention.	Please see the NTA's response to Issue 9 in this report

Reference	Statement	NTA Response
NTA-C14-61	This route does not go far enough, it should extend to Coach Hill to include the Roachestown area. Roachestown is a highly populated area will not be served by a dedicated sustainable transport corridor	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/buscconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-61	This route does not go far enough it should extend to Coach Hill to include the Roachestown area. It makes no sense that this highly populated area will not be served by a dedicated sustainable transport corridor. All the other routes seem to go to the end of the densely populated areas except for route 1 and if we are to fully connect the suburbs to the city then this route must be extended to the Rochestown catchment area.	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/buscconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-62	The route should extend over the bridge to the city centre and possibly to the train station so to better connect people to the public transport options from the city centre and the train station.	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/buscconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-62	There does not seem to be any of the routes that go over the bridge to the train station. Most of them (the Maryborough Hill route in particular) seems to stop at the outskirts of the city. The route should extend to the city centre and possibly to the train station so to better connect people to the public transport options from the city centre and the train station. I personally do not drive [personal information redacted] and there is no bus option coming from Maryborough hill that brings me straight to the train station which is where I need to go as I work in Little Island so this change would greatly help me and I am sure others as currently I need to get 2 buses and a train to get to and from work.	Please see the NTA's response to Issue 2 in this report
NTA-C14-71	The new proposal will eliminate the most attractive features of the Douglas road including old stone walls, entrances and the stunning old trees which make this neighbourhood what it is. All to be replaced by some generic wall and no space left for any trees or attractive landscaping.	Please see the NTA's response to Issue 1 in this report
NTA-C14-71	The Douglas road is not a busy road and even in the morning and evening 'rush hour' the road itself is not busy. The bottlenecks that occur of Douglas village on one end and the city centre on the other are not being solved or even addressed by the Bus connect plan. Cars pile up at Bellair Park, they will still be driven up thru the park past a primary school to then further block up the Borenamana road.	Please see the NTA's response to Issue 2 in this report
NTA-C14-94	Make the Douglas Road and South Douglas Roads one way in/out. The residential parks could also be made one way for access to the main roads, every second park as one way up and one way down. This would create loops and minimise distance disturbance from the current set up. This one way system could be established from the junction near the Douglas Village Shopping Centre to Capwell Road. This could also eliminate some traffic lights along these routes which are currently creating long tailbacks. Wider lanes, all travelling in the same direction, would make a great deal safer for all users.	Please see the NTA's response to Issue 3 in this report
NTA-C14-103	Extensive mature tree removal and wall removal , with no tree replacement planned all along the Douglas Road. This will change the character and aesthetics of the area.	Please see the NTA's response to Issue 1 in this report
NTA-C14-122	This will effect businesses and school drop offs big time. Not everyone can use buses or should be forced to use public transport if they don't want too	Noted.
NTA-C14-128	How are people supposed to get to work, go about their daily lives if these corridors come into place? I travel to mahon for work, yet won't be able to access the Well road. If I try using the Bloomfield interchange I can only get to mahon point shopping centre before being thwarted by the mahon to city centre corridor.	Please see the NTA's response to Issue 2 in this report
NTA-C14-129	This would be a huge inconvenience for so many people. My daughter goes to Montessori on the Douglas road and I cannot use the bus. This proposal is not acceptable.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-130	we do need pavements along some parts of Douglas Road, because they are non-existent, but the existing ones don't need to be widened	Please see the NTA's response to Issue 9 in this report
NTA-C14-130	We don't need wider roads or separate bus lanes, but bus bays.	Noted.
NTA-C14-130	We need more conscious cyclists obeying the road rules and paying attention to other road users, not more cycle lanes.	Please see the NTA's response to Issue 8 in this report
NTA-C14-131	Main concern is about enforcement. Very little is done to enforce bus lanes, red lights, stopping in yellow boxes etc. What will be done as part of Bus Connects to ensure that cars are not driving in the bus lanes, running red lights and stopping in yellow boxes, blocking up traffic?	Noted.
NTA-C14-131	I am a resident in Ballinlough and I strongly support the Bus Connects. I agree that we need more cycle lanes and better bus routes in order to better connect Cork City.	Please see the NTA's response to Issue 8 in this report
NTA-C14-139	Fingerpost roundabout is part of history in Douglas and it has an iconic presence and therefore must be kept in its original form instead of turning in to a junction.	Please see the NTA's response to Issue 1 in this report
NTA-C14-141	These new bus routes may not cover all the same locations covered by the 206 and there will no longer be any buses going through South Douglas Road or Turner's Cross. Schools in the area affected as students will have to travel further to get on a bus	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/buscconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-141	I understand listening to the public, but I also hope that actual objective research on local impact isn't being ignored because a vocal minority have kicked up a fuss.	Please see the NTA's response to Issue 12 in this report
NTA-C14-141	I'd like to say 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. I hope that this project continues and that the plan isn't so watered down that it's ineffective.	Please see the NTA's response to Issue 20 in this report
NTA-C14-167	Access to Douglas Road/Capwell Road blocked off meaning traffic will have to travel all the way around Turners Cross to access the South Link Road, with the same circuitous route back.	Please see the NTA's response to Issue 2 in this report
NTA-C14-167	High Street accessible only by way of Windmill Road. How can bin lorries, delivery trucks, ambulances etc fit along this very narrow side street?	Please see the NTA's response to Issue 2 in this report
NTA-C14-170	East Douglas Street is currently a one way street. This street is used by 4 different bus routes daily with some operating 24hours. The noise of Night buses is already a disturbance to ones residential amenity. The proposal to change east Douglas street into a two way street prioritised for buses, cyclists and pedestrians will substantially increase the traffic on the east Douglas street with large buses increasing noise pollution. This will have a substantial impact to the residential amenity of the area to the current residents.	Please see the NTA's response to Issue 5 in this report
NTA-C14-176	The proposals show the Old Carrigaline Road is being made two-way. How will 2 way traffic fit comfortably on this road as it is relatively narrow even in it's present form especially from a cycling point of view? What are the benefits of making Old Carrigaline road two-way? Old Carrigaline Road will offer a key link between a proposed school and Douglas Village. Making Old Carrigaline Road two-way will prevent the implementation of suitable cycle and pedestrian infrastructure on the road to accommodate the school students.	Please see the NTA's response to Issue 2 in this report
NTA-C14-177	The main traffic restriction inbound on Douglas Road will lead to 'rat running' through estates at Hettyfield, Eglantine, Nursery Drive and Beechwood Park to access Ballinlough Road and Boreenmanna Road towards the City Centre. This will push traffic past the primary schools located in this area.	Please see the NTA's response to Issue 6 in this report
NTA-C14-177	The general vehicular lanes should be widened by a metre and the width for pedestrians should be a minimum of 2 metres. The cyclists should share the roadway with vehicular traffic and with a general speed limit of 30 kph this should be safe for all. If this is not possible then the road should be widened further to ensure a safe and comfortable walking route for pedestrians.	Please see the NTA's response to Issue 3 in this report
NTA-C14-178	Removing the fingerpost roundabout and replacing it with a signalised junction will be an absolute disaster in terms of traffic flow in all directions around the roundabout. It will lead to gridlock and totally unacceptable traffic delays. These delays will be so severe in all directions that they will also impact very negatively on the bus routes and the buses as well as on all other forms of traffic.	Please see the NTA's response to Issue 6 in this report
NTA-C14-179	The proposed bus gates will lead to gridlock and totally unacceptable traffic delays. These delays will be so severe in all directions that they will also impact very negatively on the bus routes and the buses as well as on all other forms of traffic.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-189	Where will the inbound traffic go if the bus gate at top of the Well Rd is implemented? Will it just lead to congestion elsewhere? My own experience is that incoming traffic on the Douglas Road does not lead to holdups, traffic moves reasonably well even if a little slower than later in the day.	Please see the NTA's response to Issue 6 in this report
NTA-C14-189	Douglas is a bottleneck. It's not just traffic from Maryborough, but also from Rochestown and Carrigaline direction that seek to go through Douglas.	Please see the NTA's response to Issue 6 in this report
NTA-C14-189	Access to the Fingerpost medical centre by car will, as I understand it, be blocked? How then can I get to my doctor? Has nobody considered that?	Please see the NTA's response to Issue 10 in this report
NTA-C14-189	Where will outbound traffic go is the proposed bus gate at the entrance to St Finbarr's Hospital is implemented?	Please see the NTA's response to Issue 2 in this report
NTA-C14-189	Has there been any exploration of alternative cycle routes?	Please see the NTA's response to Issue 8 in this report
NTA-C14-189	Congestion charges are the best method of controlling congestion.	Noted.
NTA-C14-189	No reference to school generated traffic, which in my experience is the major generator of congestion on the Douglas Road.	Please see the NTA's response to Issue 4 in this report
NTA-C14-196	The character of the main stretch of the Douglas Road will be totally destroyed by removing trees and walls, which are partly more than 100 years old. Currently the road is a pleasure to look at and to walk along with the old big trees and historic walls. This will totally change if the current plans will be realised.	Please see the NTA's response to Issue 1 in this report
NTA-C14-214	The proposed footpath will serve just four houses and seems a needless expense when there is a footpath just across the road - a road that will now be virtually devoid of cars because the park will be a cul-de-sac	Please see the NTA's response to Issue 9 in this report
NTA-C14-214	Blocking off Rosebank to through traffic will move traffic to neighbouring streets between Douglas Road and South Douglas Road.	Please see the NTA's response to Issue 2 in this report
NTA-C14-214	It would appear that the existing car parking on Rosebank will be eliminated. This parking is often used by parents bringing their children to the boys primary school in Ballinlough as it's a short walk to get there via the Park beside the swimming pool. In addition, this parking is used by people who like to bring their dogs for a walk in the park because the only alternative, the swimming pool car park, is a very long way around by car. Removing this parking will only increase car journeys by these people, for the sake of a footpath that will be of minimal benefit to anyone.	Please see the NTA's response to Issue 10 in this report
NTA-C14-216	On looking at the plans it would seem to me that the removal of these walls is unnecessary. The only addition that I can see is a footpath on the far side that serves just a handful of houses and this does not in my opinion warrant the destruction involved and certainly does not make a difference to the bus connect itself. These incredibly attractive walls and trees are what make the Douglas road the attractive suburb that it is, and the removal and replacement with some standard landscaping would be hugely detrimental to the local landscape and the quality of life of those who both live and pass thru this area.	Please see the NTA's response to Issue 1 in this report
NTA-C14-217	Objection to the removal of the old walls and trees on the northern side of Douglas Road between Woolhara Park and the Corss Douglas Road. It is this landscape that makes the Douglas road the attractive suburb that it is and the quality of the lives of residents and those that pass thru will be irreparably damaged by their destruction and replacement with some generic wall and occasional tree sapling.	Please see the NTA's response to Issue 1 in this report
NTA-C14-217	The benefit of removing old walls and trees along Douglas Road appears minimal and could far better be achieved by traffic calming and shared use of the exiting road space and diverting road usage to other routes such as the south Douglas road (which appears for no reason to have been completely ignored in this exercise)	Please see the NTA's response to Issue 3 in this report
NTA-C14-250	The proposals will deplete Douglas of its beauty & history by removing the Fingerpost Roundabout and removing trees along the route. While we have suffered the loss of so much woodland already to make way for the M28, now we have to have the rest of the area decimated for buses	Please see the NTA's response to Issue 1 in this report
NTA-C14-267	The proposed rerouting of all traffic disregards existing signage advising the Well Road is not suitable for HGV's. It is simply not workable to increase traffic flow on the Well Road, these proposals are greatly miscalculated and it is my view that we need a solution from NTA that is helping to reduce Well Road traffic instead of increasing it.	Please see the NTA's response to Issue 6 in this report
NTA-C14-270	Objection to the proposed bus gate on the Douglas Road at the Well road junction. The Well Road already carries significant traffic. The EPA's Clean Air Together Project has already indicated the air quality (NO2 levels) along the Well Road is poor, among the most polluted in the city. The proposal would greatly increase traffic flow along the Well Road. There are a number of schools in the area (Eglantine, St Anthony's, Lady of Lourdes and Crab Lane). At present a large number of school commuters use the various housing estates as rat runs. This presents a clear danger to pedestrians as the local road network is not designed for peak commuting. It would increase traffic volumes and the noise associated with a larger numbers of cars.	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C14-271	Old walls will be knocked down and old trees (some hundreds of years old) will be cut down. This will badly impact on wild life (hardly a Green policy!). The road will become yet another characterless motorway. I note also that access to the road will be entirely cut off during certain parts of the day. All that will do is push traffic on to other roads causing disruption elsewhere.	Please see the NTA's response to Issue 1 in this report
NTA-C14-274	Concerns regarding the proposed destruction of mature trees on the Douglas Road and the impact on biodiversity. Replacement trees cannot replace the mature trees that will be destroyed. The proposed changes will also lead to the tragic destruction of the heritage and culture of this road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-274	Concerns about subsidence issues, noise pollution and air pollution due to a greater amount of traffic	Please see the NTA's response to Issue 5 in this report
NTA-C14-274	An increase in traffic volumes adjacent streets will also lead to a devaluation of properties on those roads.	Please see the NTA's response to Issue 19 in this report
NTA-C14-274	Dissatisfaction with the process by which this planned project has been communicated to residents to date. I only found out about it by chance through word of mouth and consider the submission process complicated and maps are difficult to read as they are not to scale. I also take issue with the misinformation being communicated (eg extra lanes resolving congestion; inaccurate journey times; comparison of routes) and the draft document by Barry Transport has errors in it. This proposal also represents much disjointed thinking as it is contrary to the CMAT, Cork City Cycling Plan and DLUTS plan.	Please see the NTA's response to Issue 12 in this report
NTA-C14-274	Concerns about the safety issues that will arise due to the increase in traffic volume on adjacent streets.	Please see the NTA's response to Issue 2 in this report
NTA-C14-274	I am wholeheartedly in favor of improvements to public transport and cycling infrastructure.	Please see the NTA's response to Issue 20 in this report
NTA-C14-275	There are no plans in place for where the current traffic flow will go. In an area that has 3 primary schools and 3 secondary schools it, removing the main road during peak hours does not reduce the traffic, it merely pushes it onto other smaller roads.	Please see the NTA's response to Issue 2 in this report
NTA-C14-275	On the plans there are also no areas marked on where would be designated road crossings, for most importantly the elderly and children.	Please see the NTA's response to Issue 9 in this report
NTA-C14-275	The proposals will be destroying a beautiful road with so much character, greenery and history. How will all the trees that will be destroyed be replaced?	Please see the NTA's response to Issue 1 in this report
NTA-C14-275	How do people collect/ drop their children from/ to school?	Please see the NTA's response to Issue 4 in this report
NTA-C14-276	Current Proposals are completely destructive to the road and will not help with the traffic issue	Please see the NTA's response to Issue 2 in this report
NTA-C14-281	Concern is around noise disturbance as travelers waiting for a bus service will gather very close to our master bedroom and the main living area of house day and night. Unfortunately, the proposed changes will result in increased noise pollution from buses coming to a halt, accelerating and breaking outside our master bedroom window for a 24 hour bus service.	Please see the NTA's response to Issue 5 in this report
NTA-C14-281	Saddened to see plans of removing trees and walls from older properties along Douglas Road to make space for bus and cycle lanes	Please see the NTA's response to Issue 1 in this report
NTA-C14-281	Concerns about the proposed left-turn ban from the South Ring road (M40) to Douglas Road, at Well Road junction. This will result in increased U-turns at the Riverbank entrance and illegal left-hand turns off the south ring road onto Douglas road	Please see the NTA's response to Issue 6 in this report
NTA-C14-284	A Bus Gate At The Well Road Junction Will Divert Inbound Traffic To The Well Road Or The South Douglas Road, the congestion all this diverted traffic will create through Hettyfield to enable Parents to get collect their kids from school. Hettyfield will become a drive-through for all cars, along with the rest of Ballinlough	Please see the NTA's response to Issue 6 in this report
NTA-C14-284	A Loss Of On-Street Parking This can not go ahead it will affect parents on school pick-up and affect all the surrounding areas.	Please see the NTA's response to Issue 10 in this report
NTA-C14-284	A bus gate at St Finbarr's Hospital will divert outbound traffic to Ballinlough Road or the south. This will create huge congestion in Ballinlough and residential streets will become dangerous drive throughs.	Please see the NTA's response to Issue 2 in this report
NTA-C14-285	Why is more not being done on the South Douglas Rd to accommodate pedestrians and cyclists.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C14-285	Response welcomes these proposals to improve our public and active transport and was dismayed to see our local schools advertising the opposing residents' agenda. The Douglas Rd is wholly destroyed by private traffic and people cannot currently safely walk (absence of footpaths) or cycle (absence of cycling infrastructure) and efficient public transport is prevented by private cars. While home owners on the Douglas Rd will be inconvenienced, there is a greater need for our society and climate.	Please see the NTA's response to Issue 20 in this report
NTA-C14-289	The traditional narrower parts of the road (e.g. close to Cross Douglas Road) are a "natural" traffic calming measure, discouraging drivers to go fast. Straightening and widening the road will encourage faster driving and reduce cyclist safety.	Noted.
NTA-C14-289	Objection against removal of old trees	Please see the NTA's response to Issue 1 in this report
NTA-C14-289	Reduce speed limit to 30km/hr to improve cycle safety	Please see the NTA's response to Issue 3 in this report
NTA-C14-292	A lot of congestion in this area is due to the schools. There are four large secondary schools in this radius, and a noticeable drop off in traffic when the schools are on holidays. Priority should be made for school buses with key locations becoming bus or even parent drop-off/pick up areas.	Please see the NTA's response to Issue 4 in this report
NTA-C14-292	The removal of the old trees (some hundred of years old) on the Douglas Road would be a shame in a biodiversity crisis. Use the trees as a green barrier between pedestrians and vehicles. Vehicular and bus lanes could run south of the tree line. Footpath or cycle lane north of existing tree line. The old stone walls could be re-used or reconfigured sympathetically.	Please see the NTA's response to Issue 1 in this report
NTA-C14-292	Rather than focus solely on the Douglas Road, include the South Douglas Road to make a partial (bus only) or full one-way system. This could span from Capwell Road (or even up to Summerhill South) to Douglas Village. Current roads between could become one-way in or one-way out. More pedestrian, cycle and motor one-way links could support this system.	Please see the NTA's response to Issue 2 in this report
NTA-C14-292	Overall, I support the intention and goals of Bus Connects. Undoubtedly, we need greener, more sustainable methods of travel to and from the city.	Please see the NTA's response to Issue 20 in this report
NTA-C14-293	I am objecting to the proposal on the grounds that it will change the environment of the Douglas Road for decades to come. It is the most beautiful leafy green area to live in and walk around. In an age where we are being asked to consider global warming it is shocking to think that a government department is considering tearing it apart for a bus route when there are easier options available to them. Ie make it one way on the main Douglas Road and one way on the back Douglas Road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-298	The NTA have not studied where people who drive the Douglas Road are coming from and going to and are basing their plan on an assumption that by slightly improving bus and cycling facilities in this area, that people will suddenly stop driving their cars. Widening the Douglas Road will not address car congestion in Douglas Village.	Please see the NTA's response to Issue 2 in this report
NTA-C14-298	I believe the route chosen has the most negative effect on the local environment and heritage. These changes are unnecessary and will be irreversible. They will destroy this historic road, which is one of the last green routes to the city. There are much cheaper and greener alternatives to improve public and active transport that do not involve road widening or tree loss on this road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-298	Most traffic in the morning is due to schools and these plans do not provide viable alternatives to parents.	Please see the NTA's response to Issue 4 in this report
NTA-C14-300	I wish to strongly object to this proposed project as it will cause mayhem in the Douglas area. The Well Road is not able to take the kind of traffic that this project is going to inflict on it.	Please see the NTA's response to Issue 6 in this report
NTA-C14-307	Scheme seems to completely ignore work upgrades that were done on Maryborough Hill in 2018/2019 between the N28 bridge and Garryduff Road. As part of these works, the following occurred: Right hand turning lanes added to Broadale and Maryborough Ridge A new roundabout installed at the junction of Maryborough Hill and Garryduff Road The southbound cycle lane that ended at the N28 bridge was extended up the remainder of Maryborough Hill to the new roundabout Each bus stop had an area for bus stops to pull in The hedgerow lining the hill on the Maryborough Ridge side was replaced by a high quality stone wall, beech hedging and approx. 50 semi-mature trees of various species Islands for pedestrians when crossing	Noted.

Reference	Statement	NTA Response
NTA-C14-307	As part of the new Bus Connects works, the bus pull in areas are removed, the islands for pedestrians to cross replaced by one toucan crossing and the right turn lanes are removed. The only addition to the road is a new northbound cycle lane. This is extremely welcome, however as the works ignore what is actually there, it suggests that the new wall, well-settled beech hedging and now well-grown trees are to be removed for further widening, when this is not necessary at all, given the road is already wide enough, especially if the previously mentioned features are to be removed. The map makes no acknowledgement of the trees lining the hill on the Maryborough Ridge side.	Please see the NTA's response to Issue 1 in this report
NTA-C14-307	It is also proposed to add a footpath from Maryborough Ridge's exit (Edgewood) to the N28 bridge, and on to the entrance of Douglas Golf Club. This footpath would serve no purpose, as there is nothing on that side of the road except the golf course. This will especially be the case between the N28 bridge and Edgewood, where the existing footpath is never used.	Please see the NTA's response to Issue 9 in this report
NTA-C14-308	The northbound bus stop on Maryborough Hill, at the junction of Maryborough Hill, Greendale Road (Maryborough Woods) and Maryborough Hotel be moved south of the junction rather than north of it? At present, the 220 and 216 bus stops use Maryborough Hill, with the former going to Ballincollig and the latter CUH. While the end destinations of the routes is to change with the new bus routes, it would be beneficial for those staying in the hotel to have easier access to the stop for the 216 (the future 7) as the future route will go between Mount Oval and Kent Station in the city centre. It's a small change that could make the bus stop a lot more useful, and encourage hotel guests to get the bus to and from the train station rather than a taxi.	Please see the NTA's response to Issue 3 in this report
NTA-C14-319	Concerned about the impact of the bus corridor on the Douglas road which will be limited to buses at peak times. This will divert school traffic and city traffic through the streets of Ballinlough which are not suitable for high volumes of traffic. The streets are already busy with schools traffic. The Well Road is not suitable for high volumes of traffic.	Please see the NTA's response to Issue 6 in this report
NTA-C14-320	The footpath infrastructure on the Well Road is already severely lacking and is so narrow in places that it is often a necessity to step out onto the roadway when meeting a wheelchair or buggy. Increased traffic on Well Road would lead to safety risks for pedestrians.	Please see the NTA's response to Issue 9 in this report
NTA-C14-320	Stopping the traffic from progressing city bound on the Douglas Road at the Well Road junction does not take into account the unsuitability of the Well Road as a traffic thoroughfare. Alternatively through traffic should be discouraged from roads like this so as to improve the amenity space enjoyed by walkers, match-goers and cyclists.	Please see the NTA's response to Issue 6 in this report
NTA-C14-320	NTA should look closer at the how the N40, M28, N27 and R852 schemes can deal with private traffic flow into the city and review the potential for a dedicated shuttle bus infrastructure, supported by centralised school drop off zones to provide credible and safe alternatives that would not require school gate drops for any of the 6000+ school population in this locale.	Please see the NTA's response to Issue 21 in this report
NTA-C14-320	Dedicated school bus network or shuttle buses with specific school drop off zones should be implemented to provide credible and safe alternatives that would not require school gate drops for any of the 6000+ school population in this locale. It doesn't make sense to rip up the Douglas Road or to push traffic into surrounding roads (such as the Well Road) without comprehensively addressing pinch points relating to school only traffic.	Please see the NTA's response to Issue 4 in this report
NTA-C14-321	Destruction of beautiful old walls and many huge trees will ruin the aesthetics & damage the character of a lovely area. Widening of the road will speed up traffic (already too fast and dangerous in a residential area) and therefore will make it more dangerous for cyclists and pedestrians. The bus gates are only planned to be in operation for a small proportion of the day, so for the rest of the day, there will still be all the traffic but faster traffic enabled by the road changes.	Please see the NTA's response to Issue 1 in this report
NTA-C14-321	Trial the bus gates without the irreversible destruction of the road (removal of old walls & mature trees). Buses prioritized but without making the road faster & and destroying the road would be a better solution. Add another consultancy phase / extend deadline.	Please see the NTA's response to Issue 3 in this report
NTA-C14-321	Add bus bays to cater for the narrow parts of the road. Add another consultancy phase/extend deadline.	Please see the NTA's response to Issue 15 in this report
NTA-C14-322	What is the plan for the southern end of Capwell Road - Will the full road be restricted to residents only - no school drop off or school staff access? How will the residents along the south link be assured that the traffic noise pollution from the south link will be managed especially with the proposed extra lane and increased flow into the city from the traffic that normally turns onto Southern Hill from Capwell Road?	Please see the NTA's response to Issue 2 in this report
NTA-C14-322	The proposed parking lot for the residents adjacent to Beechwood Place should be a bus stop to allow passengers to embark and disembark here without slowing down the flow of traffic on Douglas Road. As a commuter on this road every day I know that this is a pinch point on this route – this simple solution would resolve any delays.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C14-324	The Douglas road is one of the most pleasant and visually aesthetic arteries going from the city suburbs into the city. Proposals will damage the architectural heritage, not to mention environmental damage of some of the ancient trees is unacceptable. The entrance of the property which effects my family home is one of the most architecturally relevant sites in Cork. The entrance and boundary wall was built by Cork architect Arthur Hill for himself in 1903, and it would be an absolute travesty to have it altered.	Please see the NTA's response to Issue 1 in this report
NTA-C14-325	Instead of widening the road, we should be following other cities in Europe where existing road space is reallocated to public and active travel. Widening the road will only increase the excessive speed which buses and cars already travel on the Douglas Road, a speed they are able to achieve because there is NO traffic congestion on the Douglas Road.	Please see the NTA's response to Issue 20 in this report
NTA-C14-325	The plans will destroy the heritage and character of the Douglas Road which has historic walls, recorded structures on the National Monuments Archive and recorded protected structures. The plans will see the destruction of mature trees and an impact on local diversity.	Please see the NTA's response to Issue 1 in this report
NTA-C14-325	The Douglas Road is more than just a road – it is a community and a recreational amenity – it is the preferred recreational walking route for all those who live in the surrounding areas and the preferred green walking route into the city, by the nature of its unique character for all those who live in Douglas Village, and beyond - Maryborough etc	Please see the NTA's response to Issue 17 in this report
NTA-C14-325	The NTA have not studied where people who drive the Douglas Road are coming from and going to - most traffic at peak hours is due to schools and these plans do not provide viable alternatives to parents and instead will drive the traffic through residential areas, areas where residents have received no direct notification of the changes the NTA are proposing.	Please see the NTA's response to Issue 4 in this report
NTA-C14-326	Response concered about the traffic movements through residential streets as a whole of bus gate near to Well Road. Eglantine primary school in Browningstown Park has nearly 900 students and staff, most of whom are delivered by car. Closing off the Douglas Road will create havoc in the adjoining parks by parents using these unsuitable roads and parks to deliver their children to school.	Please see the NTA's response to Issue 2 in this report
NTA-C14-327	My home was built in 1934, I have a huge concern that this 'unnecessary proposal' will have very serious implications for the foundations and structure of my home. Under this proposal, I will not be able to do that firmly conclude that it will result in a diminution of the value of my property, who would want to buy a property that has restricted access?	Please see the NTA's response to Issue 19 in this report
NTA-C14-327	During the morning bus gate hours if I need to travel from Douglas village, firstly I will have to travel a convoluted route and approach my home from the northern side (having come down Bellair) from which angle I will not be able to reverse in. I will have to drive in, which means I will consequently have to reverse out across a cycle and pedestrian pathway, without vision. There is no understanding of how you could consider this a safe practice for me, cyclists, and/or pedestrians. If I have to travel from the city side in the evenings it will require that I take another convoluted route, adding to traffic congestion on roads that were never built for that purpose and could never to upgraded sufficiently for the purpose, and increasing the cost of my journey in both time and fuel.	Please see the NTA's response to Issue 10 in this report
NTA-C14-327	Significant impact on my health and wellbeing for the duration of the construction, due to the noise pollution arising from heavy machinery. Will be difficult to access property during construction.	Please see the NTA's response to Issue 18 in this report
NTA-C14-327	It is a well-known fact that trees become increasingly important in urban settings as they lend a hand with air pollution via their natural cycle of carbon absorption.	Please see the NTA's response to Issue 1 in this report
NTA-C14-327	I continue to be appalled at the disrespectful manner the NTA continues to exhibit towards the residents in the immediate and surrounding area. I do not believe the NTA has listened to the many submissions they received in Round 1. I fail to understand how any organisation, statutory or otherwise, can even consider a proposal that; endangers people; restricts access to a person's home.	Please see the NTA's response to Issue 12 in this report
NTA-C14-328	Where will affected traffic would go when the Bus Gates are in operation. I refer specifically to early morning drop offs and late evening pick ups from all the affected schools on the route. You are again forcing traffic into estates where the roads are not built to facitate them and you will be making prisoners out of the residents who live there.	Please see the NTA's response to Issue 4 in this report
NTA-C14-328	Why are you not suggesting to trial the bus gates for a number of months, during school times, to see if they are workable to all stakeholders satisfaction? Why has the CMATS proposal which was costed and approved been ignored?	Please see the NTA's response to Issue 3 in this report
NTA-C14-328	Concerns about the destruction of the beautiful historic walled Douglas Road and the destruction of all the biodiversity that is provided by the two hundred year old trees that are growing there. By your own admission you do not know exactly how many trees are going to be felled. You have failed in doing a proper survey.	Please see the NTA's response to Issue 1 in this report
NTA-C14-328	Provide, under freedom of information, all the traffic modelling that you have undertaken in regards to the proposed route . Can you provide an environmental impact study that you have done on the proposed route. Can you please supply health and safety reports in relation to the proposed route.	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C14-328	<p>Concerns about the bus gate proposed at St. Finbarrs Hospital outbound. Once operating traffic approaching at peak hours will be forced to do a U turn on main road and attempt to go down the Ballinlough Road. Ballinlough Road is not wide enough for two cars to pass and it funnels into a one way system where anything larger than a car will not pass because of on street parking. Where are larger vans, trucks etc to go? They will be forced back into the city thus creating more traffic and subsequent hold ups and in turn resulting in buses being delayed. This then results in the whole purpose of this being nullified.</p> <p>Traffic diverted to South Douglas road will filter up through Claremot, Rosebnk, Cross Douglas Road and again will lead to traffic congestion.</p> <p>The proposals do nothing but increase my travel times and my carbon footprint, as all routes that I presently travel are still affected by your proposals. The closing off of Capwell Road and High Street. This means I will now have to travel into town to get to the Southside where I do my shopping and attend Hospital appointments. This adds another car into the space that your proposals are supposed to lessen traffic.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-328	If the bus gate at junction of Douglas Road and Well Road goes ahead, you will be forcing traffic up Well Road and those taking children to school will divert off through Hettyfield, Ardmahon, Ballinlough Road leading to hold ups and traffic congestion. What you are proposing at Douglas Village will only hold traffic up and as a result the buses will be held up as well and your projected travel times will not be met.	Please see the NTA's response to Issue 6 in this report
NTA-C14-333	<p>The initial CPO on our home has been removed which we welcome, however the revised plans/borders still infringe upon the perimeter boundary stone walls of the property. We reserve the right to resist these changes due to:</p> <p>(A) irreversible heritage destruction (B) potential damage to foundations and services due to subsidence and increased vibration. (C) Reduction in privacy, security, planting and garden space. (D) environmental changes due to noise pollution, increased vibration, loss of wildlife habitat, visual impacts and diminution of residential amenity. (E) Potential devaluation of the property.</p>	Please see the NTA's response to Issue 13 in this report
NTA-C14-336	Allow a 3rd consultation and consider the many alternatives. There are alternatives that can be trialled and critically analysed without any destruction or CPOs. These include a one way private car and/or cycle system from city to Douglas, speed calming to allow bikes and vehicles to use the same space safely.	Please see the NTA's response to Issue 12 in this report
NTA-C14-336	The focus on Busconnects if it really wants to improve bus journey times and attract passengers is to figure out the traffic bottleneck that is Douglas Village.	Please see the NTA's response to Issue 6 in this report
NTA-C14-341	Not only are your revised proposals destructive to the Douglas Road environment & heritage near us, they continue to require a land grab and subsequent devaluation residents' garden and private dwelling place.	Please see the NTA's response to Issue 19 in this report
NTA-C14-341	<p>Alternatives include specific traffic management plans for peak hours, increased bus frequency, one way car and cycle systems to and from the City and Douglas (as proposed in plans already developed by Cork City Council) and a school bus network for the schools in the area.</p> <p>Asking for a 3rd round of consultation where real and effective alternatives can be explored.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C14-341	<p>There are no problems with respect to congestion, access to buses or walking for the residents who live along the road from the South Ring Flyover to the City Centre. This plan is trying to encourage more people in areas from Douglas Village to Maryborough Hill and i to use buses or cycle. It does nothing to deal with the massive problem of traffic congestion in Douglas Village before the Flyover. In fact the proposed plans will worsen congestion in Douglas Village.</p> <p>There are also no plans as to how people would access the bus stops from Douglas Village to Maryborough Hill – at a Public Information meeting we were informed people would walk. There are no Park or Ride plans and no study has been done on how many people could physically cycle up Maryborough Hill itself.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-341	Prolonged disruption as a result of the significant engineering and construction works which will affect access, cause dust pollution, affect water drainage, require moving of various services such as waste, water, broadband, street lighting, cause noise pollution and nuisance. This could go on for many months if not longer as the whole of the Douglas Road and therefore our local access routes will be affected.	Please see the NTA's response to Issue 18 in this report
NTA-C14-341	The destruction of neighbours' gardens with the removal of mature trees. The loss of the entrance pillars and curved entrance to Knockrea Park which are part of the heritage of the Park since the 1920s. The complete destruction of the streetscape that is the Douglas Road – an urban environment that has developed since the 1880s to the present day. This is part of our shared heritage – some families have been at Knockrea Park for 90 years.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-348	Good quality bike lanes in both directions from the city to (and through) Douglas are a great idea. The proposals show the footpath and cycle lane are on the same level and not segregated - don't think that this will work well and may be dangerous, especially if electric bikes and scooters are using the 'bike lane' part.	Please see the NTA's response to Issue 8 in this report
NTA-C14-348	The bus gates are intended to cause a degree of traffic chaos so that a significant proportion of those who are sitting in the traffic chaos realise that they would be at their destination already if you had taken a but / bike / e-scooter instead of driving. The whole idea is to incentivise sustainable transport modes and actively disincentivise private car usage. If the current level of car usage is maintained the whole scheme will have failed. There won't be parking spaces at many public sector employers soon, so some having buses that aren't stuck in traffic makes a lot of sense.	Please see the NTA's response to Issue 20 in this report
NTA-C14-351	It is widely determined that the destruction and removal of walls and trees will have a detrimental affect on the streetscape and will change the visual impact of the area forever. The destruction and removal of century old walls and trees are a big No No for this proposed corridor and other solutions must be found.	Please see the NTA's response to Issue 1 in this report
NTA-C14-351	It is my strong view that if we were to speak to the bus drivers, address their concerns, address the pinch points, provide a school bus service with a proper school transport system within the city limits, introduce Park & Rides and create one way traffic flow systems for motor vehicles while excluding buses from these systems we will go a long way to alleviate the congestion of the Douglas road the back Douglas road and Douglas village itself. I would propose that prior to the introduction of any Bus Gates that pilot schemes involving Bus Gates be initiated so as to enable the traffic flow to be monitored and surveyed so as to determine any future issues that may arise in the surrounding residential streets.	Please see the NTA's response to Issue 3 in this report
NTA-C14-351	Bus Gates will in my view cause immense traffic issues to the surrounding residential areas. The roadways in these areas are not suitable for any excess traffic as they are simply too narrow to accommodate heavy traffic flows. These narrow streets and roads will become rat runs and will become a danger to all road users cyclists and pedestrians alike.	Please see the NTA's response to Issue 2 in this report
NTA-C14-351	Over the summer of 2022 when schools were off I surveyed the Douglas road and watched the buses of which they were many run inbound and outbound without any hindrance or delay. This is the same for many other roads and areas in our city when schools are off traffic simply flows better, (the taught for the day perhaps).	Please see the NTA's response to Issue 4 in this report
NTA-C14-358	One area where I see a large gap is the plans around active travel for schools, in that there are none, when I raised the point it was stated that it was being handled by another plan but that really is not sufficient from a joined up thinking and strategic perspective. I know that traffic surveys were run and sharing these publicly would be welcome but you can see for yourself, the amount of traffic driven by schools is 50% of morning and a lot of afternoon traffic. Why when not delivering this plan can it not take into account active travel for schools and provide set down areas or close off streets for peak hours? there are footpaths and crossings for children to safely walk for a few hundred metres but parents insist on dropping at school gates, I think this needs to be a part of the bus connects plan and to encourage kids active travel through walking or cycling and possibly providing buses reducing car journeys. If we are to reduce car dependency a lot more focus is required on reducing school traffic which is a major contributor of our current problems.	Please see the NTA's response to Issue 4 in this report
NTA-C14-365	The Bus Gates will in my view cause immense traffic issues to the surrounding residential areas. The roadways in these areas are not suitable for any excess traffic as they are simply too narrow to accommodate heavy traffic flows. These narrow streets and roads will become rat runs and will become a danger to all road users cyclists and pedestrians alike	Please see the NTA's response to Issue 2 in this report
NTA-C14-365	I believe that alternative proposals based on a more engaged consultation process is required before any further action is considered.	Please see the NTA's response to Issue 12 in this report
NTA-C14-365	The proposals as they relate to Douglas Road and peak time restrictions has not made any provision for the number of schools in Douglas, Ballinlough and Blackrock that are accessed by vehicles utilising Douglas Road. The Bus Gates will in my view cause immense traffic issues to the surrounding residential areas.	Please see the NTA's response to Issue 4 in this report
NTA-C14-377	Serious concern for the environmental impact of bus corridors on local traffic. Specifically the bus corridor at the junction of Well Road and Douglas Road. There are a lot of schools in our area and if cars can't drive up the Douglas road, they will turn right, up the Well Road, and make their way through local estates to do the school 'drop off' and get to work in Cork City. The net result - it will negatively impact air quality and make estates more dangerous for walkers and cyclist, especially school children. The increase in cars will discourage parents from letting their children cycle and walk to school because of fear for their safety. The plan, as I understand it, shows complete disregard for established communities living near schools, so they don't have to drive, and lacks understanding of how traffic flows in our area.	Please see the NTA's response to Issue 6 in this report
NTA-C14-377	Has any analysis been done on traffic flows? Surveys? Simulations? Predicted traffic flows post implementation of bus corridors? Before any works begin, please baseline air quality and conduct a Health & Safety review of traffic in our area.	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C14-378	<p>The updated proposals for STC I and STC J have been reviewed and it is clear that the recommendations specified in NTA-C9-1066 have not been followed by the consultants employed by the NTA and/or the NTA itself.</p> <p>As instructed in NTA-C9-1066 traffic (in all senses, pedestrian, cyclist, motorist) is a complex and adaptive meta-organism. The changes proposed by STC I (2nd) and STC J (2nd) would see unexpected and unintended reactions to the changes. For example, it is likely that secondary and tertiary roads through residential areas would be overcome of traffic as the 'system' adapts to the material flow changes proposed. No mathematical modelling (as requested in NTA-C9-1066) has been conducted on the time-based bidirectional flow scenarios on the following traffic tributaries (the following are provided for illustrative purposes only – other tributaries exist):</p>	Please see the NTA's response to Issue 7 in this report
NTA-C14-382	The Douglas Road should be abandoned. Destroying so much that is valuable, in ecological, environmental, heritage and cultural terms, and then finding that the main thrust of the plan achieves little but a small improvement	Please see the NTA's response to Issue 1 in this report
NTA-C14-382	<p>The CMAT approved plan, that involved the Douglas and South Douglas Roads forming a one-way loop, was a much better plan, it demonstrated an understanding of local conditions and it balanced costs and benefits. Re-adopting that plan would save the state a vast amount of money, be far less environmentally and ecologically destructive, more community sensitive, and more in keeping with good urban planning. That is an option I would prefer.</p> <p>Has consideration been given to how traffic filtered onto these roads will be managed? There is no mention of this in the plan, or any sign that consideration has been given to the impact of the proposals on residents in those streets.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-382	The impact on the environment and on local ecology and biodiversity will be severe.	Please see the NTA's response to Issue 5 in this report
NTA-C14-382	If adopted, they will wipe away what is arguably the most important and attractive long treescape in the south of the city, if not the whole city. It includes trees up to and more than two centuries old. That Douglas Road contains so many protected structures is an indication of its importance. Many citizens, including myself, enjoy walking here because of its ambiance and attractiveness. For much of the day it is a pleasant road with acceptable traffic levels and a real sense of history. Why destroy that for so little gain?	Please see the NTA's response to Issue 1 in this report
NTA-C14-382	The proposals are flawed. Well Road/Skehard Road already takes heavier traffic than it was built for. It is already an inadequate artery to the ring road and tunnel, the Mahon shopping centre, Mater Private hospital, and the Mahon business parks, and to housing areas at Skehard Road and Mahon, but more traffic will be filtered onto this route because of the bus gate close to Well Road.	Please see the NTA's response to Issue 6 in this report
NTA-C14-382	Solving holdups caused by school traffic is important in unlocking Douglas and the Douglas Road. The new proposals do not do this. Nor do they acknowledge or take account of the current distribution of school traffic at certain times of day; nor that a majority of those educated in the Douglas Road area do not reside either here, or along the proposed bus corridor.	Please see the NTA's response to Issue 4 in this report
NTA-C14-382	There is a proposal to make the Southern End of East Douglas Street accessible only to buses and cycles. This ignores the fact that there are medical and veterinary practices there and that many clients with sick animals and that the surgery's sick patients will need to use car transport and continue to require both access and parking spaces. I seem to see an urban park on the likely space for that, though changes to the roundabout area make it difficult to be certain of the positioning.	Please see the NTA's response to Issue 22 in this report
NTA-C14-384	In the interests of public safety, I believe that all cycle lanes should be located on the road and not on the footpath. Cycle lanes must be physically segregated from pedestrian areas and from car traffic. This is to prevent collisions and to act as a clear visual guide to the street layout for those not familiar with it. An overly complex and poorly segregated road system runs the risk of causing traffic accidents.	Please see the NTA's response to Issue 8 in this report
NTA-C14-384	Traffic congestion would be greatly reduced in this area by making Douglas Street one-way going out of the city centre. At present, it is two-way, and this leads to tailbacks particularly at rush hour in the evenings.	Please see the NTA's response to Issue 3 in this report
NTA-C14-384	On the Douglas Road, Cork City Council have failed to maintain the laneway running from Douglas Road to the Gus Healy Swimming Pool, which I believe is under the remit of the Parks and Recreational Department of Cork City Council.	Please see the NTA's response to Issue 11 in this report
NTA-C14-384	In relation to East Douglas Street, there are vet and medical practices at the southern end of this street. These have been there for years and are well established. Making this street only useable by buses and cyclists under the Bus Connects plan fails to take account of these essential service providers, which need to be accessible by car.	Please see the NTA's response to Issue 22 in this report
NTA-C14-384	I believe the size of vehicles entering the city centre should be restricted. Not vehicles in general. I believe that large SUVs should be banned from the city centre. SUVs create tailbacks in side streets due to their large size. These city streets were not designed to cope with vehicles of this large size and weight.	Noted.

Reference	Statement	NTA Response
NTA-C14-388	The widening on the Douglas road has far reaching impact on historic walls and a suburban neighbourhood with many very mature trees. The impact on wildlife with its many birds, owls and bats will be distressing.	Please see the NTA's response to Issue 1 in this report
NTA-C14-388	Not sure why the current infrastructure with a one way near Douglas with buses frequently running could not be trialled first to see the benefit. The current bus system does not need a very wide road to bring improvement- a regular, consistent frequent bus would bring a significant improvement to an existing poor quality service.	Please see the NTA's response to Issue 2 in this report
NTA-C14-388	The impact on already congested parking at various sports grounds in the area will be alarming as it's already unsafe for children. The impact on surrounding narrow streets where domestic car parking is already congested, in addition to the several schools where congestion is significant at school times will also be compounded and increasingly unsafe.	Please see the NTA's response to Issue 10 in this report
NTA-C14-388	The impact of subsidence which is well known in the area has not been conducted either from what I read. As the area is already Geo coded for subsidence an impact study of the upheaval and significant Road work , removal of historic walls and upheaval of mature trees, needs to be conducted and assurance given to homeowners that there will be no impact and impact will be covered by the Council.	Please see the NTA's response to Issue 16 in this report
NTA-C14-388	The pollution from additional buses with the removal of so many trees is a concern in air quality.	Please see the NTA's response to Issue 5 in this report
NTA-C14-392	I think it would be unnecessary to widen the road as not only will it destroy people's own property, it will also impact the overall aesthetic of the neighbourhood.	Please see the NTA's response to Issue 1 in this report
NTA-C14-392	I think it would be more reasonable to first trial operating a bus corridor in that area during peak times and prioritising public transport and cyclists during other hours. The need for destructive road widening should only be considered if that trial were to fail, as the loss of private gardens, public spaces and heritage is too much to risk	Please see the NTA's response to Issue 3 in this report
NTA-C14-392	I used to live in Donnybrook, Douglas, and would get the bus to and from school in the city centre everyday. From that experience I can tell you that the area of the Douglas Road you are proposing to widen is not the area of Douglas where traffic is a main issue when commuting. Instead it is further along where several schools and Douglas Village are located which harbours the most congestion. As such I feel it would be in vain to widen a section of road that isn't even contributing to the issue.	Please see the NTA's response to Issue 6 in this report
NTA-C14-397	<p>I would propose a 2 step approach to this route, in particular to the Douglas Village to The Southern road section.</p> <p>5 year trial period using the orbital route of the front and back Douglas roads. As preferred in the CMATS design. This will drastically reduce the need for additional road surfaces , reduce cost. As these roads will be reduced to 30KM per hour the pinch points can be shared.Option 2: would be to implement the Bus Gates (I believe the position of the one on the southern side of the village is in the wrong place, it should be closer to Barry's pub) in a soft way. The reduction of the speed to 30KM per hour again will enable shared space for cyclists and busses , thereby reducing the need to increase the width of the road.</p> <p>Proceed with the plan but leaving route L out of the plan.</p> <p>These should happen in conjunction with a better school plan more enforcement of those ignoring yellow box junctions.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C14-397	Park n'rides while are a part of the overall plan , I believe they should be provided first. This will offer the public an option to use public transport rather than adding to the traffic . This could be particularly useful for the school population .	Please see the NTA's response to Issue 21 in this report
NTA-C14-397	The knock on effect to the Ballinlough and South Douglas road areas does not seem to have been considered. In the absence of this data it is hard to see the benefits . The suggestion that all the car traffic will be diverted to the Well road , which will lead to increased traffic to the Ballinlough road, Boreenamana road and indeed the Blackrock road will lead to significant difficulties.	Please see the NTA's response to Issue 2 in this report
NTA-C14-397	It should be considered that the area of the proposed destruction is not the problematic area , the Fingerpost to the fly over (well Road) is the area that needs to be solved.	Noted.
NTA-C14-404	I do not think it is necessary to close Capwell Road and High Street to through traffic. The argument for doing making High Street closed to through traffic is make it a quiet street for cyclists. It is not clear why Capwell road needs to be made a quiet street also. It leaves people trying to get to Turner's Cross from Ballinlough with very few options. Capwell Road is currently one of the few options to get from Douglas Road to Turner's Cross.	Please see the NTA's response to Issue 2 in this report
NTA-C14-404	The Cross Douglas Road has no right-turn for outbound traffic on the Douglas Road and the next access is Rosebank which is due to be made into a quiet street also. Rathmore lawn to Rhodaville is one way north-bound so you would to go as far as Tramore lawn and then all the way up South Douglas road to get to Turner's Cross under the new scheme (assuming travelling from Belair Estate). Alternatively, it will push a lot more traffic onto Southern Road and Langford Row, trying to get to Turner's Cross which will delay the buses on Route I going down Southern Road.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-406	None of our concerns were taken on board in phase 1. People on Douglas Road lose land. Douglas Road gets destroyed and other alternatives have been ignored. We ask for further consultation.	Please see the NTA's response to Issue 12 in this report
NTA-C14-411	My concern is both the number and the placement of the bus gates along the STC I route from Maryborough to the city centre. Has there been any study done on the impact it would have on thousands of people trying to get to and from school or work? It seems to me that all traffic from the broader area would be directed through a single channel from the Fingerpost, past the Douglas Village Shopping Centre and through the South Douglas Road.	Please see the NTA's response to Issue 2 in this report
NTA-C14-411	I really don't think there is sufficient congestion to warrant the bus gates in the first place, and if more of us take to the bus and the bicycle as is the ultimate ambition of this plan then there is even less reason to introduce them. Surely would it not be better to proceed without them and should a need arise in future that bus gates be considered as a separate project?	Please see the NTA's response to Issue 3 in this report
NTA-C14-411	Traffic moves reasonably well most of the time as it stands. If you have faith in the effectiveness of the scheme then more people will choose to travel by bus or take to a bicycle as the routes will be safer to cycle. Has there been a full and proper impact study and if so has it been published? There are so many hospitals [especially], schools and businesses that will be impacted by this. Has anyone actually looked at what is on this route and considered how people will be impacted?	Please see the NTA's response to Issue 2 in this report
NTA-C14-416	The Bus Connects Cork - Maryborough to City Transport Corridor proposal will ensure that Ballinlough/Douglas Road will not be "a place to live, work, do business, play and go to school".	Noted.
NTA-C14-416	The qualified traffic engineers in Cork City Council, Cork County Council and the NTA must have a wealth of expert ideas and solutions for this project: I would ask, could not a series of terminuses on the edge of the city feed into the South Link and North Link traffic systems. Of course, road extensions and new roads may be needed and that will impact the environment but the density of human creatures within the Cork City eco system should be given consideration just as we consider wildlife and plants).	Please see the NTA's response to Issue 3 in this report
NTA-C14-416	My car journey time would be increased and frustrated in the absence of direct access due to bus gates at either end of the road. The increased traffic on streets and roads adjoining the Douglas Road would add to the journey stress throughout the day and create absolute chaos during school drop and pick up times (>5,000 students). Ballinlough Road, Wallace's Ave, Boreenmanna, Cross Douglas Road, Well Road and all of the residential roads linking into these routes cannot accommodate additional diverted traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C14-416	Devaluation of my property	Please see the NTA's response to Issue 19 in this report
NTA-C14-416	The Douglas Road would no longer present a pleasant, interesting, neighbourly walk to town (Cork City) and the village (Douglas Village); what is currently and historically a green neighbourhood main thoroughfare would become a traffic hi-way. The green route that is the Douglas Road would be replaced with a concrete corridor. The visual stimulation and pleasure to be gained from the trees, plants and birds would be lost. Walks to visit family and friends, services and facilities e.g. post office, doctor, convenience shops, pharmacy, dentist, schools, swimming pool, parks, etc. in Ballinlough would be rendered unsafe and unpleasant. Older neighbours would become invisible, we experienced this already a number of years ago when the road layout was modified to negative and dangerous effect (graciously Cork City Council reversed this stupidity).	Please see the NTA's response to Issue 1 in this report
NTA-C14-416	Heavy road works 10ft from my front door. Ground disturbance and subsidence risks.	Please see the NTA's response to Issue 16 in this report
NTA-C14-416	Does the proposed Bus Connects Cork make for a "sustainable and livable city"? Will the Bus Connects Cork primary focus on 12 transit routes, dissecting the city to accommodate those living on the outer edges of the city, the satellite towns and the county contribute to making Cork a "sustainable and liveable" Cork? I have seen no evidence of transport modelling, journey/destination studies, etc. Has any current data informed the Bus Connects Cork proposal?	Please see the NTA's response to Issue 7 in this report
NTA-C14-425	Improving the corridors for buses and cyclists along the Douglas Road would 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).	Please see the NTA's response to Issue 20 in this report

Reference	Statement	NTA Response
NTA-C14-444	I just want to flag that it should be an important part of the Bus Connect plan that the affect of traffic restrictions on Douglas road (bus gates etc.) on the surrounding area be assessed, and plans for how this will be managed be part of the project. The area between Douglas Road and Ballinlough road is a residential area, and my concern is that all the traffic will be pushed on to these, with a negative impact on those of us living in the area. During the time the bus gates are in operation, will traffic diverted up Ballinlough or Well roads just use the junction at Eglantine Road to access the Douglas road again? We already see this when there are matches in Pairc Ui Chaoimh or concerts in the Docklands, traffic can be backed up for a long time afterwards at this junction, blocking the residents of the area from access. My concern is that without proper planning, this could become the norm when the Bus Connects STC is implemented.	Please see the NTA's response to Issue 2 in this report
NTA-C14-444	Hi, as a resident of Ballinlough, I support the Bus Connects plan, and any effort to improve public transport and cycling infrastructure is to be welcomed.	Please see the NTA's response to Issue 20 in this report
NTA-C14-448	The use of a bus gate at peak times forcing traffic up the Well Road is unacceptable and badly conceived as the existing traffic levels at peak times force a rat run up the parks including Churchyard Lane to avoid the traffic lights at the Skehard Road / Well Road junction .We live on Churchyard Yard Lane at the junction of Ardmahon Estate and find it difficult to leave our house in a vehicle.	Please see the NTA's response to Issue 2 in this report
NTA-C14-448	We don't see any benefit in this proposal but should it go ahead then Churchyard Lane should be one way southbound only .	Please see the NTA's response to Issue 3 in this report
NTA-C14-448	There is no footpath at our side of the road and should increased traffic be forced in front of our house then we will have additional safety concerns	Please see the NTA's response to Issue 9 in this report
NTA-C14-450	Bike lanes - as an avid cyclist I have frequent occassion to use bike lanes. I frequently avoid them as they are generally not well maintained. I can see this continuing with the proposed scheme. Separating bike lanes from cars may protect cyclists but it does make maintenance of the bike lanes almost impossible. General road debris, water, litter, mud and gravel frequently accumulate in bike paths making the surface unsuitable and unsafe for bikes. In these circumstances cyclists are more likely to use the main road which offers a safer surface. Another issue with bike lanes is that they are by nature narrow - this does not allow for cyclists at different speeds which can lead to frustration and therefore non-use. Finally, we live in Ireland where the weather is frequently unpleasant - especially so in winter. Most Irish people like the idea of cycling to work but in practice it is cold and wet in which case they will use alternative means. Otherwise it is too warm and they arrive to work needing a shower - where there are frequently no facilities. We need to acknowledge that we live in a country whose climate is unsuitable for cycling to work. We also live in areas which are largely residential and it is not practical or fair to completely alter the access to such areas.	Please see the NTA's response to Issue 8 in this report
NTA-C14-450	We also live in a city whose planners seem to have a policy of locating businesses and shopping areas outside of the city center. With this comes the need to use the car as there is no bus access and even if there were, it is not practical to carry loads of shopping on a bus. Cars simply cannot be avoided and we should encourage car sharing and other such measures to reduce the number of cars on the roads.	Please see the NTA's response to Issue 22 in this report
NTA-C14-450	Bus gates - I do not see the benefit of bus gates relative to the inconvenience to local residents and the knock on implications to the surrounding areas. For example, the bus gate at St Finbarrs hospital....this will prevent through traffic on a busy route which will result in further traffic entering smaller roads which are unsuited to such higher levels of traffic. This extra traffic represents a significant danger to both residents and to the local school - where measures are currently being taken to reduce the levels of traffic. These smaller roads are not suitable for the size of larger vehicles nor the increased volumes.	Please see the NTA's response to Issue 2 in this report
NTA-C14-451	The current revised plan for this section of Route 1 still fails to address two key issues. The school "runs" that dominate traffic congestion in the area at 8-9 and 3-5 have not been addressed save for the idea to use the bus gates to "prevent" them. Parents will inevitably find a route and the route will likely impact the surrounds, non left turn solitons will be ignored and risks will be taken with pedestrian and pupil safety. Unless a thorough and credible bus or park and ride system is enabled this problem will remain.	Please see the NTA's response to Issue 4 in this report
NTA-C14-451	this section of the Douglas road is subject to speeding during the non- rush hour times. With buses, vans, and some heavy vehicle using it as a freeway into and out of town. This again causes hazards to pedestrians trying to cross at one of the few crossings and to other road users who travel slower. There are many elderly residents who do drive the route at 30-40km already.	Please see the NTA's response to Issue 9 in this report

Reference	Statement	NTA Response
NTA-C14-451	<p>A general speed limit of 30km/hr along the route AND the surrounding estate streets would alleviate this radically. There is ZERO cost to this and it would be a logical extension of the low speed areas in the city centre. Pedestrian crossing would be safer there would be less noise less,air pollution probably, and slower road users would feel less intimidated.</p> <p>In addition most cyclists could now share the road with this speed limit (not young children but most others), reducing the need for any except minor road widening along the route to provide the safe pavements that are urgently required.</p> <p>A combination of bus gates, school transport service and wholesale traffic calming could achieve all this at greatly reduced cost and a calmer more liveable neighbourhood would result along this highly populated area of the city. School Traffic could almost disappear if this was well planned!!</p> <p>In terms of the bus connect goals this proposal would greatly reduce peak traffic, empower slower road users, reduce hazards along the road and surrounds, and have negligible impact on the desired bus travel times as the road is not very long. 2km or so only.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C14-452	<p>Having recently read the latest advice from the OECD on urban transport the concept of simply road widening and the consequent destruction of the urban environment has been replaced by the concept of Road sharing.</p> <p>The BusConnect experts have failed to take the latest advice and are sticking with outdated concept Moreover, there already is a plan, in the CMATS design which has been ignored, along with cycle plans already developed and which this plan ignores</p>	Please see the NTA's response to Issue 3 in this report
NTA-C14-452	<p>It would be simpler and cheaper to implement the Bus Gates (maybe not where proposed as this just cannot do anything other than driving cars up thru neighbourhood parks)</p> <p>In conjunction with a better school transport plan this could eliminate much of the rush hour traffic The reduction of the speed to 30KM per hour will enable shared space for cyclists and busses, thereby reducing the need to increase the width of the road.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-452	<p>Park n' rides, while are a part of the overall plan, should be provided first. How else will you get people to move from cars to buses This will offer the public an option to use public transport rather than adding to the traffic.</p>	Please see the NTA's response to Issue 21 in this report
NTA-C14-452	<p>The area of the worst proposed destruction of old walls and trees between Belair Park and Ardmahon is not the problematic area, this is never busy traffic wise.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C14-454	<p>I am concerned the re-routing of traffic from the Douglas Road at certain times of the day will cause dangerous congestion on small roads running through adjacent estates and parks. In particular, when the bus gate on the eastern end of the Douglas Road is operationing in the morning it will force school bound traffic to Scoil Bhríde, St Anthony's and Our Lady of Lourdes through Hettyfield, Nursery Drive, Ardfallen and other nearby residential streets. There is a high probability the volume of re-routed traffic will overwhelm these already busy roads, leading to tail-backs, more frequent accidents, and a poor experience for residents.</p> <p>I request the NTA revise their plan to minimise the risk of higher traffic volumes through residential areas adjacent to the Douglas Road.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-454	<p>I welcome the investment in public transport and the introduction of transport lanes promoting safe non-motorised transport to and from the city.</p>	Please see the NTA's response to Issue 20 in this report
NTA-C14-455	<p>No Justification for Widening of the Douglas Road</p> <p>How does the NTA justify widening the Douglas Road? It makes no sense.</p> <p>The first draft had a key benefit of saving up to 20mins on bus journeys. The reality is zero whether the Douglas Road is widened or not. So why persist with an unsuitable design decision made pre public consultation? Surely the NTA is aware by now that the Douglas Road doesn't have traffic jams, pinch point is village to Finger Post.</p>	Please see the NTA's response to Issue 14 in this report

Reference	Statement	NTA Response
<p>NTA-C14-455</p>	<p>Is the NTA Lacking Resources to Look at Alternative Solutions? This draft does not tackle key issues and alternatives need to be looked at. It is up to the NTA to look at alternatives, but there is no evidence that has been done. Perhaps there are not enough resources available to look at alternatives? Use traffic calming to aid safety of road users, not road widening. Prioritise solutions that remove car traffic from bottlenecks, not spreading traffic into residential areas with bus gates. Park and ride must be looked at as a priority for traffic removal. Target the pinch points – school traffic is clearly an issue, consider solutions like school buses. Target the pinch points – the junction at the village needs serious consideration, direct traffic away from it. Many locals note that when the car park in Douglas Village was closed (and the road from Douglas Road to South Douglas Road was closed) that junction worked much better. Has the NTA examined this type of solution? Look at one-way systems for bicycles and or cars and or buses and let us know solid reasons that they are not reasonable – not the rubbish slides presented at Community Forum in Rochestown Park Hotel, sorry but you embarrassed yourselves with those by claiming people can't walk in a transformational transport plan that should encourage people to be more active</p> <p>To make Douglas Road safer for all users, try traffic calming, slow traffic from 50kmph to 30kmph or below on the stretches where road widening is currently proposed. That is a solution that would certainly make my family safer as frequent walkers and cyclists of the area. That said we already feel safe doing on the Douglas Road itself, the village is a different story.</p>	<p>Please see the NTA's response to Issue 3 in this report</p>
<p>NTA-C14-455</p>	<p>NTA Engagement with the Public Needs to Improve I understand the community has engaged conscientiously with the NTA to try and feedback local knowledge and find better solutions. There is a strong perception within community groups that the NTA have been difficult to deal with and have not built good relationships with community leaders. This should be considered by NTA leadership as we will all suffer if we don't work together to ultimately deliver the best possible solutions. In the beginning of this process, I felt very keen to engage with the NTA under the assumption both sides would work towards a greater good, the best possible solutions within available budget. I must confess I feel the goodness has gone out of the process at this point. The first and second drafts fall so far short of what would really transform the area it feels like a lot of time and resource is being wasted and it's harder to see a way forward. There needs to be an immediate rethink of the plan for Douglas Road or the plans will go nowhere and nobody benefits. The NTA and community leaders either come together for two-way dialogue or Route I should be dropped completely, the status quo would be far better than the current draft. Let's not waste time and energy on bad plans.</p>	<p>Please see the NTA's response to Issue 12 in this report</p>
<p>NTA-C14-455</p>	<p>The list of negatives caused by road widening is enormous – CPO of parking and private property, protected history and heritage will disappear and of course the completely unacceptable environmental destruction. We will face years of disruption while we watch centuries old trees and biodiversity get vandalised. All in the name of climate change? We should be protecting and nurturing nature to fight climate change, particularly in urban areas. Our national school children learn to respect and protect nature as part of the Green Schools Flag, it is very disappointing that this draft does not display similar principals. The NTA cannot hide behind the fact that they have not done any tree survey or environmental report as feedback from the community has been very vocal about this through numerous channels. I consider the NTA's proposed actions to be ecocide and will oppose this matter in any way possible. There are alternatives and it is up to the NTA, not the public, to engineer suitable solutions that maximise benefit within the existing terrain. This is not a greenfield site, it's a well-established mature neighbourhood.</p>	<p>Please see the NTA's response to Issue 1 in this report</p>

Reference	Statement	NTA Response
NTA-C14-455	<p>No Traffic Report requires Phase 3 Public Consultation</p> <p>How does the NTA deem it fair to close public consultation when a traffic report is not available for people to make considered submissions on such a key subject?</p> <p>This is disrespectful to the public and raises concerns as to the authenticity of the public consultation process run by the NTA, without any governance from any external party. It is clear a minimum third round of public consultation is required.</p> <p>How will this plan reduce traffic on the DR?</p> <p>One of the first type of solution to be considered should be ideas that remove traffic from the roads. Why then are park and ride facilities not part of this or an early phase of the process? It is not sensible to have park and ride analysed in isolation after this phase. The traffic plan is not complete until the park and ride options have been thoroughly assessed.</p> <p>There is also no plan to reduce school traffic to the area. It is well known to locals that school traffic to the area is a key contributor to traffic and that during school holidays the reduction in traffic is clearly observed. School bus systems should be considered.</p> <p>There is a clear lack of understanding of local traffic flow and the solution will not tackle any of the know issues but rather it will make traffic far worse. The focus of this draft is on using bus gates to move the traffic off the DR temporarily to the side roads that are not fit for additional traffic and will decrease the safety of locals, particularly the many school children being dropped off to schools. I am far more concerned for my young children's safety with this plan than the current status quo, surely the NTA can understand?</p> <p>Why has Rosebank suddenly appeared as closed to traffic in this draft?</p> <p>It is difficult to comment further as I consider this draft incomplete without a full traffic report. It is a key part of any transport plan so please do make the public aware as soon as you are ready.</p>	Please see the NTA's response to Issue 7 in this report
NTA-C14-456	As I live in an estate off the Ballinlough Road I am presently encounter enormous difficulties exiting and accessing my property due to poor traffic planning and management . We are in fact prisoners in our home. Then you suggest to divert traffic onto the Ballinlough Road which will exacerbate the situation and make an unsafe situation worse.	Please see the NTA's response to Issue 11 in this report
NTA-C14-456	I feel there are alternative options which can be explored that will achieve your wishes and targets	Please see the NTA's response to Issue 3 in this report
NTA-C14-456	Frequency of buses on Ballinlough Road to be reduced thus restricting my access to public transport which is a contradiction to your plan . In fact it has the opposite effect for which it is designed for.	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-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-456	Except for school times traffic flows freely on the Douglas Road. In fact following on from the pandemic people work a hybrid model between work and home just reducing the numbers of cars entering and exiting the city.	Please see the NTA's response to Issue 2 in this report
NTA-C14-457	In my opinion the revised proposed plan would increase our carbon footprint and therefore in the long term would have a negative impact on the environment of the region and would only further accelerate in part the harmful effects of climate change. Trees take many years to grow and several of the trees along the route presently safely protected by a series of walls make a positive contribution to reducing our carbon footprint by taking in CO2 and releasing oxygen into the atmosphere . Any attempt to remove any of these trees would only remove a natural method of CO2 reduction. The trees can not be moved safely to another location as the roots would be effected and the trees may die or be detrimentally damaged. New trees would take over 50-60 years to have a similar Co2 reducing effect. Therefore I would be completely opposed to any bus connects plan that would involve the removal or harming of trees and shrubs along and adjoining the newly proposed bus connects plan.	Please see the NTA's response to Issue 1 in this report
NTA-C14-457	I would also have concerns that any extra traffic through Bellair and on to the Ballinlough road could create an increased level of risk to accidents for pupils attending Our Lady Of Lourdes primary school. I also think that a main pinch point would be the stretch of road between St.Finnbarr's Hospital up to the end of the bridge just before the intersection of Capwell Road, High Street and Summerhill South and along that stretch the removal of parked cars to another designated area may well help the speed of flow of traffic.	Noted.

Reference	Statement	NTA Response
NTA-C14-457	Due to the change in nature of our working lives post Covid 19 the effect of working from home has resulted in little or no traffic congestion on route compared to pre-Covid times and the main times where heavier traffic is to be experienced is when the schools are starting and when the schools are finishing. Primary school children by in large tend to be brought to school and collected from school by their parents where as secondary schools are more likely to have a mix of parental transport , walking ,cycling and public transport. To that end a school bus provision could be worthwhile in alleviating traffic congestion at school start and finish times.	Please see the NTA's response to Issue 4 in this report
NTA-C14-457	Why the Park and Ride facility is not being made more use of by motorists as to the best of my knowledge it is underutilised at the moment.	Please see the NTA's response to Issue 21 in this report
NTA-C14-457	Regardless of the route any bus connects plan should involve electrically powered buses if we are to be considering climate action as a reason for making changes to the way things operate at present.	Please see the NTA's response to Issue 5 in this report
NTA-C14-457	As I understand the situation with the new proposal a fundamental error in the new proposal is an environmental impact study on the effects of the proposal . In my opinion this should happen first as now we are putting the cart before the horse. Please note that every time concrete is produced a significant amount of CO2 is generated and any proposal should not have any impact on plant and tree modes of CO2 absorbtion , minimise the area of ground space occupied by concrete and cosider all road and footpath users where safety must be considered as a priority.	Please see the NTA's response to Issue 5 in this report
NTA-C14-457	I have seen no evidence of any modelling done whatsoever as when traffic is blocked at one point and diverted to another point there could be the creation of traffic congestion that had not previously existed in that area.	Please see the NTA's response to Issue 7 in this report
NTA-C14-460	How can any proposal be put forward when there is a complete lack of data to corroborate this bus route. No Environmental Impact Study or assessment, no noise survey, no traffic survey. The list goes on. How can any tax payer led Capital project (this is potentially a 1€billion project) be so poorly put together when not one single data set has been carried out to ensure that this route is the best route and not as it would appear to be the NTA's preferred route because they say so.	Please see the NTA's response to Issue 5 in this report
NTA-C14-460	This latest version still does nothing to address the health and wellbeing of those that live on the Douglas road. Where are our elderly neighbours expected to park their cars with the loss of on street parking? Where do their cars go? How will they gain access/egress to the services that they need? Medical/Physio etc. This proposal aims at further exacerbating social isolation of our most vulnerable in society as this plan intends on further social isolation if people cannot visit as they have no place to park. Where do I park my car? The car is not going away, despite this plan?	Please see the NTA's response to Issue 10 in this report
NTA-C14-460	Environmental/heritage and character loss to this area will be significant. Yet in this latest proposal the NTA have ignored these real concerns. Loss of biodiversity, historic buildings, stone boundary walls, these are the fabric of a local area. The NTA still cannot tell us how many mature trees will be cut down? How can this be in line with the governments Climate Action Plan??	Please see the NTA's response to Issue 1 in this report
NTA-C14-460	The Plan to introduce bus gates especially near St Finbars Hospital makes little sense. What is a commuter expected to do if they inadvertently come up to this gate? There is no place to turn around? I don't think the NTA has planned on forcing commuters to undertake 3 or 4 point turns on a main road. This block up the road. This gate needs to be relocated.	Please see the NTA's response to Issue 2 in this report
NTA-C14-460	This new version again makes no effort to address the real issue with bus times on the Douglas Road and that is the village itself, specifically the junction at Douglas Shopping Centre. The new proposal does not sort out this junction.	Please see the NTA's response to Issue 6 in this report
NTA-C14-460	Putting a bus gate also in this area will only serve to force all the school traffic onto an already "bursting at the seams" South Douglas Road, along with forcing traffic up the Well Road and then filter cars through residential areas ill equipped to deal with this volume of traffic. Including but not limited too Hetty Field, Eglantine Park, Lake Lawn, Ardmahon estate Church yrd Ln.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-460	<p>This plan does nothing to improve the commuter to get access to the Link Road. By closing Capwell road off, making the Ballinlough rd a one way system, these 2 decisions will only force commuters to drive onto Southern road to travel through town to get to the Link road. These changes along with Bus Gates will in fact only block up the road that you are trying to free up to allow buses to move free and faster. Keep the current routes open to allow commuters to use the Link Road N27 to get access to the N40. I do not want to have to travel into the city in the mornings to get onto the link.</p> <p>Have the NTA not taken into account the changes to the way we work post COVID?</p> <p>Many people now have some form of blended working environment which dramatically has reduced the numbers of people on the road. Prior to COVID there was already talk of workers working from home 1 day per week which was supported by government as part of a climate action plan. This new “real working world” we now live in has not been acknowledged by the NTA and I believe does impact in a positive way to this proposed route by reducing traffic which reduces bus times and doesn’t cost the tax payer a penny.</p> <p>It’s a pity the NTA is not interested in data to make an informed decision however as this may in fact be one of the solutions to their perceived problems they have outlined without having any data to back up!</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-460	<p>There are cheaper and more environmentally friendly options open to the NTA.</p> <p>CMAT is already approved, implement that. Trial for a period of time 1-2yrs the Bus Gate and see does this alleviate the problems at rush hour. This would mean no requirement to close roads, cut down trees. Invest in a dedicated School Bus Transport System which will stop people from Carrigaline/Douglas/Grange/Rochestown areas from using the Douglas Road.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C14-460	<p>It’s a pity that the NTA have not listened to the points and issues raised in the initial submission I made. Nor has there been any real attempt to resolve the issues raised by me and many hundreds others in your response to the first public consultation. It would appear that these “public submissions” are no more than paying lip service to the Public.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C14-460	<p>This area along the Douglas road is a well known subsistence area, the NTA have shown scant regard or knowledge (yet again no geo data produced by them). How do they propose to guarantee all the homes in these areas will not be negatively affected by all this works. Many of the house on this road are up to and over 100yrs old. Major reconstruction of Douglas road will have impacts on homes and yet the NTA have not put any provision in.</p>	Please see the NTA's response to Issue 16 in this report
NTA-C14-460	<p>These are residential roads where school children currently walk, cycle in relative safety to one of many schools in this area. This again seems to be a point lost on the NTA. This route has approx. 7 schools and the main issue with the time it takes a bus to get to town occurs during school rush. Thousands of children go to these schools, many of which travel from outside this area. Where is a dedicated School Transport System for this area? Answer nowhere? This should be a priority as it will drastically reduce the amount of traffic on the road as many parents would prefer to have a dedicated bus taking their children to and from school.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C14-460	<p>The overall idea is not a bad one, but the plan is awful, the manner in which the NTA have acted over the past 10 months or so as a Public Service is shameful/disgraceful. This Plan to date has shown little to no professionalism. How can anyone present a plan with no data to back it up, amateur stuff.</p>	Please see the NTA's response to Issue 7 in this report
NTA-C14-461	<p>This plan will increase the risk to anyone who cycles or walks as it will force commuters off the Douglas road and use small residential roads to get their children to schools, thereby failing in the objective to make cycling safer.</p>	Please see the NTA's response to Issue 8 in this report
NTA-C14-461	<p>This plan highlights the arrogance of the NTA who have shown nothing but contempt for residents living on this route. The NTA has decided to engage in a PR exercise of Fear and bullying rather than openly engage with residents.</p> <p>This plan continues to demonstrate the lack of integrity they have, they refuse to engage with any resident who lives off the Douglas road who will be negatively impacted by this proposed route for example they have yet to inform residents on Capwell that their road will be blocked at Douglas rd side, or a portion of the Ballinlough rd will be turned into a 1 way system, and more than likely off street parking on that section (up to 30 cars) will be removed as this section is very narrow but the new plan is designed to facilitate traffic getting to St Finbars Hospital which will require service vehicles to use this section of the Ballinlough rd. This demonstrates a sneaky untrustworthy organisation.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C14-461	<p>This plan yet again fails to address the only issue on the Douglas road, which is the village. So I suggest you go and sort it out first. If anyone from the NTA lived here, they would realise that the traffic congestion at this pinch point is the issue. As someone who travels through the village on the bus, it doesn’t take a rocket scientist to understand why buses take so long to travel to the city. It is not the Douglas rd!</p> <p>This plan highlights the lack of interest in resolving the problem of pinch points on the Douglas rd, mainly the Village.</p>	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C14-461	I am against this plan as it stands. This plan will negatively affect the local environment. This plan could care less for those that live in the area. This plan will drastically affect those in our community that require the greatest support. This plan is anti democratic. Our local representatives in the City Council have no say. our nationally elected representatives have no say.	Noted.
NTA-C14-461	This plan highlights the failure of the NTA who should be focused on providing a National/Local School Bus Transport Network for our children to get to school and therefore unblock the roads.	Please see the NTA's response to Issue 4 in this report
NTA-C14-461	This plan highlights the ineptitude of this Quango, in order to bring forward a major capital investment project, you need reliable and accurate data in order to make an informed decision. The NTA have not gathered this data, rendering this proposed route devoid of any professional backing. There are alternatives.	Please see the NTA's response to Issue 7 in this report
NTA-C14-471	The damage to the unique environment and corridor that is the Douglas Road. It is valuable on many fronts (aesthetic value, biodiversity, old trees and walls etc), replacing it with more tarmac roads and concrete paths is not in keeping with current values.	Please see the NTA's response to Issue 1 in this report
NTA-C14-471	The problem in the Douglas area is not the Douglas road itself, the hold-ups occur mainly in Douglas village and at school times. A more frequent bus service is achievable without destroying the local environment - more frequent busses and dedicated school bus services would be beneficial.	Please see the NTA's response to Issue 6 in this report
NTA-C14-471	I believe various alternative proposals have been put forward by some residents of the area: shared surfaces with advisory cycle lane, one way loop system etc. The general consensus seems to be that these have not been adequately explored. As currently proposed and considering the enormous cost of the project I believe it should be shelved and alternative, less destructive options should be explored with less dependence on the Douglas road as a thoroughfare for all.	Please see the NTA's response to Issue 3 in this report
NTA-C14-472	Whereas I agree with improving the traffic flow and encouraging more environmentally friendly methods of transport, not at the expense of completely damaging the architectural heritage, not to mention environmental damage of some of the ancient trees is unacceptable. I completely disagree with the proposed solution.	Please see the NTA's response to Issue 5 in this report
NTA-C14-472	The proposed parking lot for the residents would not on map 4 should possibly be a bus stop to allow passengers to embark and disembark here without slowing down the flow of traffic on Douglas Road. As a commuter and resident in one of the parks off the Douglas rd traveling on this road every day I know that this is a pinch point on this route – this simple solution would resolve any delays. There is no need to knock down any walls or trees on the Douglas Road - add this as a layby for busses and the bottleneck at this point will be cleared. Also I would like to make the following suggestions: Trial the bus gates without the irreversible destruction of the road (removal of old walls & mature trees). Buses prioritized but without making the road faster & and destroying the road would be a better solution. Add bus bays to cater for the narrow parts of the road. Add another consultancy phase/extend deadline.	Please see the NTA's response to Issue 3 in this report
NTA-C14-472	I'm in favour of sustainable transport and an increase in cycle lanes but would like to see less destruction involved and realistically safer roads for cyclists and pedestrians.	Noted.
NTA-C14-472	Why all the concrete and hard landscaping?? It seems that no environmental impact has been considered for rainfall run off , people can walk on paths with gravel and earth , yes there will be maintenance required but surely far better than the most awful of suggestions concrete painted different colors .	Please see the NTA's response to Issue 5 in this report
NTA-C14-472	As we all agree solutions are required but not at the expense of our heritage and existing communities, Do ALL buses have to reach the city centre? Surely a bus depot in Douglas, Wilton , Ballyvolane , with orbital routes around the city . Electric buses in and out the remainder of the journey as occurs in other European cities where existing suburbs are cherished. Making our world into concrete 4lane highways gobbling up any older beautiful structures is not progress and a very lazy solution.	Please see the NTA's response to Issue 1 in this report
NTA-C14-472	I'm in favour of sustainable transport and an increase in cycle lanes but would like to see less destruction involved and realistically safer roads for cyclists and pedestrians.	Please see the NTA's response to Issue 9 in this report
NTA-C14-476	I've previously mentioned the value of the Douglas road as an amenity for our community- a place to walk, meet and chat to neighbours. We don't need buses speeding by on a widened road.	Please see the NTA's response to Issue 17 in this report
NTA-C14-476	In the revised plan you have made Rosebank effectively a cul de sac- to access the south douglas road we will have to use the Cross douglas road which is already too narrow.	Please see the NTA's response to Issue 2 in this report
NTA-C14-476	Cork is full of hills and cycling isn't realistic for most workers.	Noted.
NTA-C14-476	There is no need for felling trees or knocking walls.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-476	Park and rides for adults are needed.	Please see the NTA's response to Issue 21 in this report
NTA-C14-476	I don't think you've considered adequately how children are going to access the schools- a dedicated bus service is needed specifically for young children and at the appropriate times.	Please see the NTA's response to Issue 4 in this report
NTA-C14-481	My concerns primarily relate to young children and teenagers getting to school with the AM peak bus gate proposal.	Please see the NTA's response to Issue 4 in this report
NTA-C14-481	Have origin and destination surveys been undertaken to inform the journeys made in the AM peak when the bus gate operation is proposed? Have the highly impacted school's had travel surveys sent to all students (mode of transport, incoming direction) so the impact can be fully understood?	Please see the NTA's response to Issue 7 in this report
NTA-C14-481	also a general comment regarding the bike lane design, could the proposed bike lanes please not change from contraflow to one way, seemingly randomly, as is currently being shown on along the Boreenmanna Road. It is unintuitive and frustrating. The contraflow generally feels unsafe, especially when you are approaching a side road from the direction that a vehicle exiting from the side road doesn't expect. Just cycle down the South Mall in Cork and you will feel it, it's not a good design.	Please see the NTA's response to Issue 8 in this report
NTA-C14-481	Given the concentration of destinations in the morning peak within the proposed bus gate area on the Main Douglas Rd, could the South Douglas Road be more utilised as part of this corridor to alleviate an AM peak bus gate? Possibly for dedicated express services from Douglas Village to Cork or a one-way system. It runs parallel and is on average 400m away.	Please see the NTA's response to Issue 3 in this report
NTA-C14-481	What measures will be put in place so that the local roads around the schools do not get dangerously congested (cars having to travel up on the footpath etc) at school drop off? This already routinely happens, especially given that many residents park on the road around Hettyfield, Ardfallen etc. These footpaths are filled with young children walking and on scooters at school drop off time. Given the proposed large change in traffic operation around the school's, have safe route to school design been developed in parallel with the major changes proposed? Say a 13 year old in school has a broken leg, do they need to be dropped to the bus gate, get on the bus up the Douglas Road, and then walk from the bus to school on crutches with their school bag?	Please see the NTA's response to Issue 2 in this report
NTA-C14-486	We object to the new bus stop location outside our gate at Cooleens, Douglas Road. We are concerned this location makes it more difficult to access or leave our driveway. It will be extremely difficult and dangerous to get in or out of our driveway with stopping buses located right outside.	Please see the NTA's response to Issue 11 in this report
NTA-C14-486	We have had the experience of people tossing rubbish over our front wall which would increase with a bus stop directly in front of our house and we have concerns for potential anti-social behaviour.	Please see the NTA's response to Issue 3 in this report
NTA-C14-486	We suggest to move the bus stop to outside the Tesco Car park. Alternatively, to the location suggested in the June 2022 Busconnects plans opposite St Finbarr's Hospital at Franconia, Roseville, 10 Douglas Road. This would have the advantage of having the bus stop for both directions adjacent to each other, with easy access to the hospital directly at the proposed Toucan crossing.	Please see the NTA's response to Issue 3 in this report
NTA-C14-486	We are also concerned the proposed new bus stop will impact planning permission for a potential development in the adjacent part of our garden.	Please see the NTA's response to Issue 3 in this report
NTA-C14-492	The plan will destroy the local environment for people living in the area.	Please see the NTA's response to Issue 5 in this report
NTA-C14-492	Access to our houses will rerouted through small roads which cannot possibly deal with the volume of cars being redirected.	Please see the NTA's response to Issue 11 in this report
NTA-C14-492	The bully boy tactics of the NTA is not acceptable to this Community. There are other options which could be explored and the NTA must engage in a proper manner to achieve a better solution for the residents and local communities.	Please see the NTA's response to Issue 12 in this report
NTA-C14-497	The project shows a complete disregard for the residents of the area who value the characteristic old walls and trees of the Douglas road and consider it part of the heritage of the city. The proposed widening of the road, with the demolition of trees and walls will reduce what was a largely urban area to an unattractive, featureless highway-style road and diminish the experience for all who have enjoyed walking along it their whole lives, and the benefits of the scheme are doubtful.	Please see the NTA's response to Issue 1 in this report
NTA-C14-497	There are several large, both primary and secondary, schools in the area. Significant traffic hold-ups occur at drop-off and especially pick-up times, because of large numbers of cars parked in the school vicinities. Perhaps this problem could be addressed by the introduction of a comprehensive, dedicated school bus transport system (as exists in many other European countries). Ideally this would feature off-road loading/un-loading.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-497	The proposals would require simultaneous road-works on the Douglas & South Douglas roads. These are essentially parallel routes from the South-East to/from the city centre. It is truly incomprehensible to me how this is frequently allowed to happen. A trivial amount of co-ordination and planning could resolve this.	Please see the NTA's response to Issue 18 in this report
NTA-C14-497	Extremely poor traffic light phasing. For example, I observed recently than when East bound traffic on the South Douglas road by Tesco gets a green light, the signal a short distance ahead immediately changes to red. Thus, only a handful of cars can get past the first light. Invariably some cars move forward into the yellow box junction and then virtual gridlock follows shortly afterwards. I would also suggest that a simple educational campaign in the media regarding the protocol to observe at such junctions would be money well spent.	Noted.
NTA-C14-497	The proposals would divert significant traffic through residential areas such as Cross Douglas Road, Victoria avenue and other side-roads in the area. This will have a significant adverse effect on residents in terms of noise, access, on-street parking, increased traffic hazards for children, property value etc.	Please see the NTA's response to Issue 2 in this report
NTA-C14-497	The Douglas and South Douglas roads are two essentially parallel East-West routes. The distance between them is small. If (and this is by means definite) dedicated bus lanes are deemed to be necessary in places, consideration should be given to using one road for westbound buses and the other for eastbound. A similar strategy could be implemented for cycle lanes. In relation to providing cycle lanes for the area, consideration could perhaps also be given to using the Tramore valley park for part of a route.	Please see the NTA's response to Issue 3 in this report
NTA-C14-497	Public transport needs to be reliable and frequent if people are to switch to using it from private cars. Bus Eireann do not have a good track-record in providing a reliable bus service in the city. The "real-time" bus indicators installed at some stops are essentially just a digital display of the aspired to timetable – they bear little or no relation to what buses may actually arrive in the immediate future. The bus service needs to be dramatically improved and upgraded before any major engineering works to facilitate bus lanes are even considered. Any existing traffic issues are largely caused by the factors mentioned above. Reliability and frequency of service are issues that can be addressed relatively easily with the necessary investment. It is also difficult to pay as the service does not offer tap or Apple Pay.	Please see the NTA's response to Issue 15 in this report
NTA-C14-497	The utter disaster that is the current traffic management system in Douglas village. Every change implemented seems to make the situation worse rather than better.	Please see the NTA's response to Issue 6 in this report
NTA-C14-497	It is highly questionable whether bus lanes on the scale proposed are warranted for this area. I have lived in Douglas for most of my life and traffic is generally quite free-flowing for most of the time. It is clear to me that whoever formulated this plan has spent little or no time actually on the ground here. It looks very much like a design that was produced by individuals looking at maps and satellite images at computers 160 miles away, or perhaps even much further away! It needs to go "right back to the drawing board" to be objectively assessed to see firstly what does actually need to be done and then how to achieve this without adopting a brutalist approach that has zero regard for the heritage of the area.	Noted.
NTA-C14-506	The destruction of the centuries old trees and biodiversity is unacceptable. Same can be said for the numerous protected structures that will be destroyed. The Douglas Road would lose its character and mature natural beauty that has been developed over time. It is unique and irreplaceable and the NTA need to come up with better solutions than simple land grab and road widening. Residents are not happy that the NTA plans to degrade the Douglas Road for no good reason while choosing to ignore the very communities and public that would use transport in the area and are clearly opposed to NTA plans. The proposed destruction of the mature trees that line Douglas Road is a big concern to all residents. This will remove the aesthetic beauty of the area where so many residents enjoy walks. This is irreplaceable and would be destroyed to make way for a huge concrete commuter road. The trees are known to be well in excess of 100 years old and some residents remember them as being mature when they were growing up sixty years ago. Destroying these would change the fabric of the neighbourhood as it is known today. There will be over 50 protected heritage site destroyed by these plans. Residents are very concerned that this project proposes destroying same. It shows little or no respect for the local environment and history and is disrespectful to its residents. It is very difficult for residents to understand how this is part of the proposal as many of the old walls and historical sites along the way are well known to be protected. The protection of heritage is also well documented in the Cork City Development Plan (CCDP) 2022-2028, in particular volume 3. So it is difficult to understand how that can suddenly be disregarded so thoughtlessly.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-506	It is noted that entering/exiting Woolhara Road onto Douglas Road will be considerably more difficult should it be widened to 17m as proposed. Many elderly residents that know the area for decades are very worried about the safety aspect if the road were widened to seven lanes for walkers/cyclists/electric scooters/buses/taxis and regular car traffic commuting through the neighbourhood.	Please see the NTA's response to Issue 11 in this report
NTA-C14-506	Residents are not aware of any congestion on the Douglas Road and therefore see no purpose or benefit to widening the road as suggested. On the contrary the proposal to widen the road is seen as; of no benefit to residents but with very clear negative and irreversible impacts. Residents expect NTA to reconsider road widening and opt for smaller targeted solutions at pinch points that are generally deemed to be either in the city centre itself or the other side of Douglas Village.	Noted.
NTA-C14-506	Residents are concerned there would be worsened noise and air pollution created by changing Douglas Road into a commuter highway. There are also increased subsidence risk for vibrations from the increased traffic on the road and increased flood risks when concrete is poured over the gardens of our neighbours fronting the Douglas Road.	Please see the NTA's response to Issue 5 in this report
NTA-C14-506	Residents expect there will be long periods of traffic disruption once road construction would start. There are also concerns there would be disruption to services like water, electricity and gas during same.	Please see the NTA's response to Issue 18 in this report
NTA-C14-506	Residents of Woolhara Park see no positive impacts in these proposals. There are no tangible benefits in these plans for residents but a long list of negative impacts. It is not acceptable that residents of this area should be asked to sacrifice so much for nothing.	Please see the NTA's response to Issue 17 in this report
NTA-C14-506	It is of concern that the area will suffer from a reduction in house prices. Houses close to the road will devalue as they will be situated on the side of a huge ugly commuter road and noise and air pollution will detract from the values. The neighbourhood generally will not be as attractive for families and this is sure to have an impact on all property prices in the location.	Please see the NTA's response to Issue 19 in this report
NTA-C14-506	Residents are concerned by the lack of traffic plan and shocked that public consultation phase would close before a traffic report is complete. The current plan is very vague and difficult to comment on but there is nothing in this plan that would help take traffic off the road. Park and ride and school bus systems are suggested as priority concepts to be analysed. It is unacceptable to close public consultation on a transformative transport plan without a traffic report. There needs to be a minimum of one more round of public consultation.	Please see the NTA's response to Issue 12 in this report
NTA-C14-506	It is noted that a widened road would be less safe to traverse for children and elderly. There are no clear plans to keep children safe where traffic is being diverted into local school areas – example Our Lady of Lourdes NS on Bellair	Please see the NTA's response to Issue 9 in this report
NTA-C14-506	Generally, the residents would like to support improved transport networks in the area. Many residents already walk and cycle and use buses.	Please see the NTA's response to Issue 20 in this report
NTA-C14-512	The biggest concern for me is the road widening that will destroy the beautiful Douglas Road. It has real character and history, and it is hard to believe that history which is currently protected could be thrown away for no apparent reason. There is no impact on bus time by widening the road, so it is only being done for safety of pedestrians and cyclists. The destruction of close to 200 trees along the Douglas Road makes no sense in a green agenda. Many of these trees are mature and estimated to be 150-200 years old. They cannot be replaced like for like and will forever change the wonderful aesthetic and natural look and feel of the area. It is also noted that the STC I brochure underestimates the number of trees to be 87 (section 2.3) which is clearly wrong as there are many more trees in the gardens than can be seen on the printed brochures. It will also impact the air and noise pollution for all residents of the street. It's an unacceptable impact, the trees should not be destroyed to make way for increases in commuter from outside the area. There would be 56 heritage sites destroyed by STC I. How can that even be suggested as a starting point? It makes a mockery of the plans that they would choose to destroy the heritage of a historical route like Douglas Road. This shows no regard for local landscape and local residents and one can only imagine this concept was not designed by anybody that knows much about Cork city. This is not a road that can be widened without destroying the unique protected identity of this well know city route. What a shameful plan. The plan will destroy the aesthetic and natural beauty of a mature residential area. It would have a soulless commuter corridor of concrete through its middle, replacing the natural character that currently exists. The plan does not take the local area or residents into account and destroys an existing residential area in a blinkered attempt to provide services to commuters passing through	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-512	Widening the road would destroy the beautiful trees that are centuries old. As a student of sustainability, I am horrified by the thought of this. We should be protecting such unique urban environment. It is very disappointing to chose to destroy nature in the name of climate change. That is nonsense. My kids are taught to respect nature in national school so why can't the adults who are spending money that is targeted at sustainable solutions that tackle climate change, have the same level of respect for the environment.	Please see the NTA's response to Issue 5 in this report
NTA-C14-512	The houses on the Douglas Road would all lose value if the beautiful old road with it's mature trees and walls was to be replaced by a huge wide soulless commuter highway for passers. And it will also have a knock on impact on the adjoining parks that will have increased traffic and rat runs where the roads are not capable or suitable for same. These are family areas and homes that will be far less attractive to families in the future and hence devalue the areas significantly.	Please see the NTA's response to Issue 19 in this report
NTA-C14-512	Many houses along the Douglas Road are old and there is already a high instance of subsidence in the area. Both the construction work and the impact of increased bus traffic closer to old houses will significantly increase the risks. The area is also known to be prone to sinkholes which will be a big risk for construction phase and with the increased vibrations of the commuter corridors.	Please see the NTA's response to Issue 16 in this report
NTA-C14-512	Increasing the width of the road by pouring lots of concrete over natural drainage of gardens will increase the flood risks. There are already houses starting to get flooded on the Douglas Road. And Cork in general has a very bad record with flooding as it is built on flood plains. This plan will increase the risks significantly and is not acceptable as we face global warming.	Noted.
NTA-C14-512	This plan shows little or no respect for individual rights of their private property. It should be a last resort to have to CPO property and should be proven essential. The initial expectation to CPO nearly 100 private property areas and 100 parking spaces shows this project in a very poor light. There is clearly no effort to work within the boundaries of existing residential structure. This should notbe allowed and it is difficult to understand how this is legally acceptable that this level of CPO would be proposed.	Please see the NTA's response to Issue 13 in this report
NTA-C14-512	There will be little or no benefite to having a bus lane all the way along the Douglas Road. All residents are saying the same thing – this is a free flowing road for traffic and the level of traffic is getting steadily less. This is particularly noticeable since the increase in people working from home.	Please see the NTA's response to Issue 15 in this report
NTA-C14-512	The NTA should simply slow the traffic down on these stretches to make people safer. The current plan would offer us nothing by way of benefit. Yet it would be extremely detrimental in many ways to the local environment and neighbourhood. Alternatives that do not destroy the existing infrastructure need to be considered to get a better balance. There are minor pinch points on the routes at very limited times of the day that could be looked at with traffic management solutions. Road widening should be taken off the table, it is not an acceptable solution.	Please see the NTA's response to Issue 3 in this report
NTA-C14-512	I don't think it is possible to really comment on the traffic plan too much because there is no information telling us where the traffic is coming from and where it is going to now, and how it would change after. This draft would not improve our lives or transport modes, in fact it would do the opposite, it would make things worse. I am very much opposed and believe that at least one more round of public consultation is required as this draft is simply not right for this area. I am surprised the plan was not changed more as there was a lot of effort by local people to try to inform the process through public consultation phase 1. Why did you not listen then?	Please see the NTA's response to Issue 12 in this report
NTA-C14-512	The current plan to push traffic off the Douglas Road will make those car journeys longer and slower, thus increasing the carbon footprint of those journeys. As residents in the area we will not be encouraged to walk/cycle/bus any more than we currently do. We only use the car for journeys (weekend sports) that would not be possible via any other means. This plan will make our journeys longer. All residents we speak to make the same point. There is no consideration of the existing communities in the STC I proposal.	Please see the NTA's response to Issue 17 in this report
NTA-C14-512	There is not much traffic on this road, so it is currently easy to cross the road by foot and it is generally straight with no complex junctions when cycling. We already cycle on it a lot and do not feel it will become safer in these plans; in fact, it could get more dangerous as all of the road on the south side has entrances to houses so every few metres there's the possibility of cars coming in/out of houses across the cycle lanes. Slower traffic is what will make us feel safer.	Please see the NTA's response to Issue 8 in this report

Reference	Statement	NTA Response
NTA-C14-512	<p>I am concerned that the plan is to make all traffic, particularly school going traffic, go off the Douglas Road through the side streets where the schools are. This is a big concern for me and my kids, we currently walk to the local Montessori school and National School every day and would be concerned that there will be heavy traffic trying to rush through these areas as they are residential, and visibility of small children would not be ideal on those types of roads if cars are in a rush.</p> <p>There are over five thousand school children in schools withing a half kilometer of the Douglas Road. Majority of those are Montessori and National school age children. STC I does not take the safety of these kids into account. Inadequate drop off areas where schools have had drop off areas replaced by the proposed route. Then all the other schools will have increased traffic rushing through residential side streets with the traffic that will be forced off the Douglas Road. Eglantine NS and the Liliput Montessori are two examples where the safety of school kids is not adequately considered with no dropoff and increased displaced traffic at the latter. The children that live and those that go to school in the area will have a 17 metre commuter corridor to contend with which will be far less safe than the current quiet residential road</p>	Please see the NTA's response to Issue 4 in this report
NTA-C14-516	We have a very good supply of bus routes on this section already which serves a wide ranging population.	The NTA welcomes this positive feedback.
NTA-C14-516	The proposed Bus Gates in Douglas Village will cause constant long delays all year round.	Please see the NTA's response to Issue 6 in this report
NTA-C14-516	The only delay is caused by school traffic. When schools are closed, there is no delay at all.	Please see the NTA's response to Issue 4 in this report
NTA-C14-517	Concern as to the adverse impact on biodiversity and heritage along the route of the proposed Maryborough Hill to City STC. Maryborough Residents Association would put a particular emphasis on optimising the use of existing roadways using a variety of measures to improve the network for pedestrians, cyclists and public transport.	Please see the NTA's response to Issue 5 in this report
NTA-C14-517	Retention of the existing Cycle Track on the uphill gradient on Maryborough Hill is to be welcomed but the proposal to add a Cycle Track downhill in parallel with the Bus Lane is not necessary and it could be well be deemed unsafe due to the operating speed on a narrow lane. Cyclists on the downhill gradient could have safe access to a shared Bus and Cycle Lane without the need for excessive road-widening and associated Compulsory Purchase Orders on Maryborough Hill.	Please see the NTA's response to Issue 8 in this report
NTA-C14-517	It is evident the there will be an overall increase in general traffic diverting through Maryborough Estate as a result of the proposed implementation of STC I with BusConnects. Maryborough Residents Association wishes highlight, again, concerns as to the impact of speeding vehicles on roadways through the estate. The extent to which speeding traffic, on each of the approaches to this T-junction, is impacting on pedestrian safety has been considered in detail.	Noted.
NTA-C14-517	<p>Newenham Drive - Lime Trees Road - Lime Trees Road East Junction: The extent to which speeding traffic, on each of the approaches to this T-junction, is impacting on pedestrian safety has been considered in detail.</p> <p>The lack of connectivity between the "Postman's Walk" or laneway to the south and the Middle Green area adjacent to this busy junction exacerbates the risk. Increasing numbers of children in the estate, crossing at this location to access the Middle Green area, are being put a risk due to the layout of the original 1960s junction with wide approach widths, large radius curves on corners and the associated speeding by all vehicle types.</p> <p>Footpath construction as new extensions to the existing footpath should be provided on the southern border of the Middle Green onto Limetrees Road East and on the western border of green area on Newenham Drive. Works or road lining to provide lane width reductions in line with the Manual for Urban Roads on each of the approaches to this key junction and entry treatments incorporating pedestrian crossings, junction narrowing with build-outs and reduced radii on corners are essential. Improving visibility and safety for pedestrians egressing from the Postman's Walk is essential. Road lining and longitudinal hatching/delineation outside parking areas to reduce lane widths as appropriate on the approaches to the junction - Lime Trees Road, Lime Trees Road East and Newenham Drive.</p> <p>Provision of Zebra Crossings on the Lime Trees Road East to cater for the Postman's Walk, and on each of Newnham Drive and Lime Trees Road legs of the junction are proposed. It is therefore proposed that a Junction Safety Improvement Scheme incorporating Zebra Pedestrian Crossings be implemented at this location.</p>	Please see the NTA's response to Issue 9 in this report
NTA-C14-519	In support of making Douglas Road one way into town, and South Douglas Road one way coming out of town - in order to facilitate a 24 hour bus and bike lane. This would reduce any costly CPOs and long delays with roadworks.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C14-519	there is no footpath coming from Douglas approaching Cross Douglas Road for several hundred meters. This is extremely dangerous esp for Christ King students who get off the bus before Interflora and walk on the road.	Please see the NTA's response to Issue 9 in this report
NTA-C14-519	<p>I do not believe the NTA have listened to the 692 submissions for this route received during the first round of public consultations, in particular in relation to the 445 comments made about trees, greenspace and heritage. I will refrain this time around from making any positive remarks about the need for improved public transport, for fear that they could be falsely categorised and counted as comments that support the scheme!</p> <p>The most frustrating part of this whole process for me as a homeowner, who will be directly impacted by this plan, is that any legitimate concerns I raise about these plans seem to be interpreted away and dismissed for that reason.</p> <p>BusConnects Cork in its current format is not going to solve decades of poor urban planning and funding prioritisation for roads above all other forms of transport, nor is it going to solve the legacy of the financial crisis in this country. The expensive media campaign and unchecked greenwashing does not serve us as we try to move towards a more sustainable and socially cohesive future. There appears to be an assumption by many that the plans are highly transformative (because they say they are) and that those opposed to them are wedded to the status quo and pro car, which is a dangerous example of polarisation in society that can lead to catastrophic outcomes when unchecked. It could not be further from the truth in my case for instance. I am however fundamentally opposed to plans that waste public money, do not deliver on their remit and cause irreversible destruction to the local environment and heritage. There are much greener and cheaper alternatives that could deliver better public and active transport in this area.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C14-524	My first preference would be for a fully developed one-way system for all forms of transport bar pedestrians with the South Douglas Road and side roads, with kerb segregated wide cycling lanes with space for e-bikes and scooters. In wider sections of the road there would be footpaths on both sides with a bus lane and car lane, in narrower sections, Footpaths on one side with toucan crossing, bus priority traffic lights for a single lane for shared bus and cars, and similar on the South Douglas Road (road allocation away from cars as per OECD).	Please see the NTA's response to Issue 3 in this report
NTA-C14-528	I am opposed to the changes on the Douglas road because of the loss of mature trees and old stone walls in the area and the effect that it will have on my health and wellbeing, as someone who enjoys living in this area, walking on the road and looking out my window at nature.	Please see the NTA's response to Issue 1 in this report
NTA-C14-529	I am opposed to the changes on the Douglas road for a variety of reasons: Noise Pollution/Light Pollution/access/health and well being/enviroment/heritage and character (Please see full message for further details)	Please see the NTA's response to Issue 5 in this report
NTA-C14-530	Widening the Douglas Road will not address car congestion in Douglas Village. Most traffic in the morning is due to schools and these plans do not provide viable alternatives to parents.	Please see the NTA's response to Issue 4 in this report
NTA-C14-530	Why in a climate emergency, we are insisting on pouring concrete and asphalt over limited spaces, mature trees and old heritage walls. I believe the route chosen has the most negative effect on the local environment and heritage.	Please see the NTA's response to Issue 1 in this report
NTA-C14-532	You have not taken account of the destruction to the existing Douglas road and the impact your new proposals will have on the local residents. I live on the Douglas Road and while I agree that the traffic on this road is unsustainable at certain times of the day your proposals are only going to transfer the existing traffic to other residential roads locally.	Please see the NTA's response to Issue 2 in this report
NTA-C14-532	Introduce a school bus system so that children can be picked up at various locations away from the Douglas area. There is no doubt that school traffic is a major factor and increases the volume of traffic on the roads at certain times of the day. During the summer the volume of traffic decreases dramatically. I would be very happy to concede Road space during school drop off times to these buses as would many of my colleagues who live locally. Each child on a bus would take 1 car off the road and perhaps negate the current requirement for families to have 2 or some times 3 cars. Also Introduce a walking/cycling pick up system as I have seen in Limerick for kids who live closer to the schools. The school bus system could be integrated into a park and ride system for commuters which works well at Black Ash.	Please see the NTA's response to Issue 4 in this report
NTA-C14-532	Introduce a bus service similar to the X bus service in Dublin on some routes which goes direct to city centre from Maryborough Hill via the south link.	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-bus-network/ . The New Bus Network is a separate project to this scheme.

Reference	Statement	NTA Response
NTA-C14-532	I am very interested in a sustainable future for this city including a public transport system. I also thank you for listening to our comments and amending your proposals for the bus corridor between Maryborough Hill and Cork city centre.	Please see the NTA's response to Issue 12 in this report
NTA-C14-537	Widening the Douglas Road will not address the primary issue of car congestion in Douglas Village. During a climate crisis destroying green spaces, mature trees and biodiversity is not the sustainable answer. I believe the route chosen has the most negative effect on the local environment and heritage.	Please see the NTA's response to Issue 1 in this report
NTA-C14-540	I, along with many others are vehemently against the destruction of mature trees, mature walls, and people's personal property. In a time where we are so focused on climate change the removal of mature trees is so wrong on so many levels - a green asset that helps reduce air temperatures in a time where we're experiencing very warm changes, root systems that help against excess flooding.	Please see the NTA's response to Issue 1 in this report
NTA-C14-540	The Douglas road has such a wonderful character, a vein that is vital to a large community - a whole road of shops and businesses as well as schools. And to add insult to injury, to infringe in on people's gardens is also so wrong.	Please see the NTA's response to Issue 17 in this report
NTA-C14-541	The extent of environmental damage proposed for limited gain is unacceptable.	Please see the NTA's response to Issue 5 in this report
NTA-C14-541	Many alternative proposals have been made by people who know and live in this area. However people are not being heard. Please look at alternative options which enable a win for all...environment protected and access concerns (if the exist?) addressed. The current plan does not solve anything...destroys a beautiful road, actually potentially destroying a beautiful city ...making no sense whatsoever!	Please see the NTA's response to Issue 12 in this report
NTA-C14-547	The engineers who drafted this plan need to live in Douglas, and see the pressure points for the themselves. Destroying years of history will not solve those pressure points. There are over 7 schools in the Douglas area alone, and the pressure points are in the morning and evening, ie. school times. When the schools are off, the traffic flows very well. Widening the road, removing the most beautiful old walls will not alleviate this whatsoever, the schools will still exist and children will still need to be dropped to the school. Do these engineers recognise that this is Ireland and it rains most of the year, and small children need to be dropped as near to the school.	Please see the NTA's response to Issue 4 in this report
NTA-C14-547	As a global community, we are responsible for the environment and never more than right now. It totally goes against all logic to remove the oldest of trees, which is totally anti the environment. They currently remove the carbon created by the traffic, and you want to remove this? Does anyone use their logic on this? Beside the absolute beauty that they create, they are nature's way of balancing the environment for us. Even if young trees are planted as replacement, it will take years for them to do the same job these old trees do. Obviously, the planners have no respect for history, the walls along the main Douglas road are there since the famine times, built by the generation that suffered the most in our history. The residents of the road that own that boundary were not allowed touch those walls and rightly so, and now Transport Ireland totally disregard this history. They forget where they come from, without our past, we have no future.	Please see the NTA's response to Issue 1 in this report
NTA-C14-547	The planners again have dismissed the older generation with this plan. yes, they have a bus pass, and yes, they could get the bus. However, with your plan, they cannot get direct access from their homes to medical appointments in St Finbarrs, the medical centres in Douglas Village, and how do their family members access their homes to collect them for said appointments. If the older generation were surveyed, you would also find that a lot of them have small pets, which need to be looked after by the village vets, and now you are proposing to cut off their access to the village for that too. As well as that, if you travel on the buses, you will find that not a lot of people will give up their seat for the elderly, which discourages them from using the buses in the first place. During Covid, the buses were the biggest germ carriers and they still are, and for the elderly, this is still terrifying. You really need to think of the elderly, who are not going to use bikes!	Please see the NTA's response to Issue 9 in this report
NTA-C14-547	As a resident of over 26 years, other options must be looked at. Consider one way systems, which cost less and do not destroy the heritage of Douglas. Very little construction and destruction would need to be done for the main Douglas road to be one way into the village and perhaps the back Douglas road one way into the city. This could be done on a trial basis initially to see if it worked, it would reduce waiting at lights and the need for the willful destruction of walls, trees and our way of life. Leave our road alone, walk it yourselves, count the cars on it outside of the schools times, then see the rush hour traffic at school times, ask the bus drivers how many minutes your proposed destruction would give them extra and weigh up is it worth it. Bus Connects will destroy our beautiful Douglas Road, find alternative.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C14-549	Every other city in Europe is reallocating existing road space to public and active travel so I would question why in a climate emergency, we are insisting on pouring concrete and asphalt over limited green spaces, mature trees and old heritage walls. I believe the route chosen has the most negative effect on the local environment and heritage. These changes are unnecessary and will be irreversible. They will destroy this historic road, which is one of the last green routes to the city. There are much cheaper and greener alternatives to improve public and active transport that do not involve road widening or tree loss on this road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-549	There has been no consideration given to an alternative of using one way systems (Douglas Road and South Douglas Road)	Please see the NTA's response to Issue 3 in this report
NTA-C14-549	There has been no consideration given to how traffic will be managed around Douglas road.	Please see the NTA's response to Issue 2 in this report
NTA-C14-549	There has been no consideration given to parking within the areas around Douglas road if parking is to be removed.	Please see the NTA's response to Issue 10 in this report
NTA-C14-549	Most traffic in the morning is due to schools and these plans do not provide viable alternatives to parents. There has been no consideration given to Access to schools during the times bus gates would be in use	Please see the NTA's response to Issue 4 in this report
NTA-C14-549	The NTA have not studied where people who drive the Douglas Road are coming from and going to and are basing their plan on an assumption that by slightly improving bus and cycling facilities in this area, that people will suddenly stop driving their cars.	Please see the NTA's response to Issue 7 in this report
NTA-C14-550	I write, having made a submission to you following the release of your initial plans for the provision of a Bus Corridor along the Douglas Road. Those plans were destructive in the extreme and, as no doubt you anticipated, were not acceptable to the local community. Then you arrived with a so-called amended plan with which you staged a consultative event in the Rochestown Hotel for all interested residents. Beautifully presented with high-end screens and visuals which of course were based on maps that were out-of-date and illustrated residences that are non-existent – for many years – and showing you retaining lines of trees that you have every intention of felling if your plans proceed. Actually your Rochestown event, in my opinion, was a complete and utter disaster and did nothing whatsoever to alleviate the anxiety within the community and proved to be a really 'pseudo' public relations exercise. There is obviously something seriously wrong with the modus for the management of these plans. In fact it is quite shocking and the expressions of concern and anger at what and how you are trying to implement was echoed time and again on the first occasion and again more recently in Rochestown. Have you become blind to the following realities:- The undemocratic manner in which you presented your initial and second round of proposals;	Please see the NTA's response to Issue 12 in this report
NTA-C14-550	Have you become blind to the following realities:- The manner in which you assume that you can exclude motorists from their current and direct route to their homes; The diversions and traffic chaos that you will create along the many narrow side roads causing significant diversions for individuals trying to access their homes for a significant amount of time in the mornings and evenings.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-550	<p>And For what reason?????</p> <p>To enable buses to travel a short few minutes faster into the city ? That all commuters will forfeit their car transport and ride on buses to their place of work ? That all school traffic will cease and children, including infants, will walk to school. That cars can be diverted easily along Ballinlough Road, the Well Road, Rhodaville, etc That you can exclude cars from the Capwell Road and High Street Junction and landscape it despite residents objecting. That you can block along the Rosebank Road to exclude car traffic from entering via the South Douglas Road. That you can overload the South Douglas Road using diversions and create inevitable traffic chaos. The fact that the Well road junction, the Douglas Village Junction and the significant shopping outlets demand car traffic as a necessity – Dunnes; Tesco; Aldi, McDonalds and a new Lidl outlet are dependent on car commuters. That residents will be forced to park their cars in your limited sized car parks – how do you assign such spaces? (27 at St. Finbarr’s Hospital entrance ? Questions:- When did you do a census of the number of cyclists travelling the Douglas Road ? How many pedestrians use the southern side of the Douglas Road? When will you release the car traffic survey figures that you recently began monitoring at Reeveswood on the Douglas Road ?</p> <p>Hard to fathom how you could draft such a complex plan without having already conducted pedestrian, cyclist and car traffic surveys.</p> <p>Have you determined the number of residents that are in favour of the implementation of your plan ? 98% of residents (approx.</p> <p>250 present with Cork City councillors at a recent meeting specially organised to clarify the broad outline of your dreadful plan voted against it going ahead. The level of anti-feeling was palpable.</p> <p>What is this plan all about ? – glossy brochures (that cost an arm and a leg), scare-mongering, or is it just a plan with American Toucan crossings to be set in place and to be seen to spend an enormous amount of Tax payers money.</p> <p>Or perhaps it is necessary to knock heritage walls, to fell a very rare 200 year old Fern-leaf Beech tree, destroy residents long established gardens, shrubberies, entrances and diminish their security.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C14-550	<p>Have you become blind to the following realities:-</p> <p>The unbelievable destruction that you will wreak on a beautiful environment all along the Douglas Road; The additional pollution you will cause with cars backing up and unable to proceed due to the removal of the main road to Douglas Village during Bus gate times.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C14-550	<p>Have you become blind to the following realities:-</p> <p>The phenomenal interruption to water, sewage, electricity, telephone and broadband services at various times throughout the entire project. The inevitable noise and machine effluent pollution that will occur for years in order to implement the plan. The moving of electricity and telephone poles into new locations – including current residents gardens;</p>	Please see the NTA's response to Issue 18 in this report
NTA-C14-550	<p>Have you become blind to the following realities:-</p> <p>The manner in which residences will become devalued as a consequence of your action plan.</p>	Please see the NTA's response to Issue 19 in this report
NTA-C14-550	<p>Have you become blind to the following realities:-</p> <p>The liability that will accrue as a consequence of possible subsidence due to heavy machinery during deconstruction of walls and mature trees.</p>	Please see the NTA's response to Issue 16 in this report
NTA-C14-552	<p>I firmly object to the plans proposed. From a heritage perspective and from a visual perspective. The volume of traffic and cyclists along this road does not warrant the ridiculous plans proposed, which affect all of the Douglas road and neighbouring estates</p>	Please see the NTA's response to Issue 1 in this report
NTA-C14-552	<p>There is quite an elderly demographic and the thoughts of traffic being diverted up and down their already buisy estates which is leading to serious distress.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-553	<p>I object to the current plans the make the Douglas Rd one way</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-553	<p>I object to the current plans taking peoples parking</p>	Please see the NTA's response to Issue 10 in this report
NTA-C14-553	<p>I object to the current plans reducing people's property size and value.</p>	Please see the NTA's response to Issue 19 in this report
NTA-C14-553	<p>I object to the current plans knocking down historic walls and trees is unnecessary and not acceptable as far as I am concerned</p>	Please see the NTA's response to Issue 1 in this report
NTA-C14-555	<p>Widening the Douglas Road will not address car congestion in Douglas Village. Most of the traffic volume in the morning is due to pupil drops to schools. This is for a very short window each weekday morning, and the proposed plans do not provide viable alternatives to parents.</p>	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-555	<p>Other European cities are reallocating existing road space to public and active travel. Why, in an unprecedented climate emergency, is the NTA insisting on adding to carbon footprints by engaging in mass demolition of existing infrastructure, removal of heritage stone walls, devastation of mature trees and green areas, to facilitate the pouring of concrete and asphalt, for at best some marginal gains? It defies all logic, social and community responsibility.</p> <p>The proposed route has the most negative impact on the local environment and heritage. These changes are unnecessary and will be irreversible. They will destroy this historic road, which is one of the last green routes to the city. There are much cheaper and greener alternatives to improve public and active transport that do not involve road widening or tree loss on this road.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C14-555	<p>Other European cities are reallocating existing road space to public and active travel. Why, in an unprecedented climate emergency, is the NTA insisting on adding to carbon footprints by engaging in mass demolition of existing infrastructure, removal of heritage stone walls, devastation of mature trees and green areas, to facilitate the pouring of concrete and asphalt, for at best some marginal gains? It defies all logic, social and community responsibility.</p> <p>The proposed route has the most negative impact on the local environment and heritage. These changes are unnecessary and will be irreversible. They will destroy this historic road, which is one of the last green routes to the city. There are much cheaper and greener alternatives to improve public and active transport that do not involve road widening or tree loss on this road.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C14-555	The proposed changes on the Douglas Road will do more harm than good and I am opposed to the plans. The NTA have not adequately studied where people who drive along the Douglas Road are coming from or going to, with the current plan assuming that by slightly improving bus and cycling facilities in this area, people will suddenly stop driving their cars. This is simply not the case.	Please see the NTA's response to Issue 7 in this report
NTA-C14-556	<p>For your information, the Douglas Road, in its current form, is a highly valued neighbourhood and public amenity, full of historic heritage buildings, walls, wildlife habitats and trees.</p> <p>The basis of my objection is as follows:</p> <p>1. Environment:</p> <ul style="list-style-type: none"> · Loss of mature trees and impact on local biodiversity · Route chosen (of the 10 routes looked at) destroys the most trees. · Route chosen scores joint worst for impact on biodiversity. · Replacement trees will not replace like with like (new trees for mature trees) · One of the last green urban corridors. Attractive and soothing visual landscape. · Trees help with shading, flooding, and carbon sequestration. <p>2. Heritage and Character:</p> <ul style="list-style-type: none"> · Recorded protected structures on the road. · Historic stone wall boundaries · Approx 50 recorded structures on the National Monuments Archive · Route chosen worst for visual landscape and character. 	Please see the NTA's response to Issue 1 in this report
NTA-C14-556	High risk area for subsidence and sinkholes —this risk will be increased by the construction process that will have to take place in the area.	Please see the NTA's response to Issue 16 in this report
NTA-C14-556	Access issues for schools - approx. 6000 students come to the region for schools, many from the outer suburbs. These plans do not necessarily provide viable alternatives for parents of younger school children.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-556	<p>The basis of my objection is as follows:</p> <p>4. Issues with Process and Methods</p> <ul style="list-style-type: none"> · Maps not to scale. · Maps out of date — several new houses since maps that were used. · Traffic surveys not carried out in advance. · No root cause analysis regarding car induced demand in the area. · No efforts made for integration or to tackle school traffic. · Changes to Douglas Road will not solve traffic congestion in Douglas Village · Completely contrary to CMAT, Cork City Cycling Plan and DLUTS plan. <p>In Summary, this is an ill-conceived plan and lacks the facts and data to support the proposal. I would urge the NTA not to spend money purely to be seen to “do something”. We all support better pedestrian, cycle and bus access but there are many alternative ways to achieve this objective without undertaking a road widening exercise that destroys the fabric of the neighbourhood, with little if any proven benefit. Widening the Douglas Road will not address car congestion in Douglas Village. Most traffic in the morning is due to schools and these plans do not provide viable alternatives to parents. Every other city in Europe is reallocating existing road space to public and active travel so I would question why in a climate emergency, we are insisting on pouring concrete and asphalt over limited green spaces, mature trees, and old heritage walls. In the interest of all residents and users of the amenity, please reconsider alternatives to the proposed devastating destruction of a leafy, historic, suburban neighbourhood.</p>	Please see the NTA's response to Issue 7 in this report
NTA-C14-557	I don't approve of this decision. It will ruin a lovely road that has so much history. It won't benefit anyone as someone who lives there we know what will work and won't and this won't work. So please don't do this as it is being deeply opposed by so many people.	Please see the NTA's response to Issue 1 in this report
NTA-C14-561	I own as part of my property a parking space outside my gate. According to the most up to date map issued my parking spot is not included as being my private property. Can you please clarify this issue and confirm that I will retain ownership of this piece of ground.	Please see the NTA's response to Issue 10 in this report
NTA-C14-568	<p>I can't imagine the proposal to create a bus gate at the Douglas Road and Well Road junction is viable – the Well Road is narrow and windy. Please show us a traffic survey that confirms the Well Road would have sufficient capacity to carry morning traffic to Regina Mundi Secondary School, Eglantine National School, St. Anthony's National School, Douglas Swimming Pool, Ballinlough Church, etc.. It would be lovely to imagine fleets of school buses taking children to these schools and negating the need for private journeys but I don't find that a realistic scenario;</p> <p>As previously commented the problem is not circulation on the Douglas Road but congestion in Douglas village. Please show us the traffic survey we assume you have undertaken if it is indicating anything different;</p> <p>As previously commented upon the maps are out of date;</p>	Please see the NTA's response to Issue 7 in this report
NTA-C14-568	As previously commented an alternative solution deserves more analysis. Creating a one way system loop using the Main and South Douglas Roads could be far less disruptive and costly.	Please see the NTA's response to Issue 3 in this report
NTA-C14-568	As previously commented the proposal will realistically move traffic from the Douglas Road to the adjoining housing estates. This creates a unpleasant and unsafe consequence;	Please see the NTA's response to Issue 2 in this report
NTA-C14-568	It is foreseen that some of my garden will be CPO'ed to allow the road be widened. I do not wish for this to happen. I will lose trees screening my home from a busy road and a shortened garden will devalue my property. Also, I will lose a section of historic stone wall at the front of my property. The craftsmanship and character of the masonry of this wall is not reproduced today. I would find tying in a section of such an old wall with a section of a modern wall an unappealing prospect. In fact, the perimeter wall of many properties on the North side of the Douglas Road is recognised for its heritage value and as such warrants protection.	Please see the NTA's response to Issue 1 in this report
NTA-C14-568	The issues raised in the submissions to the first plan have not been considered / adequately responded to	Please see the NTA's response to Issue 12 in this report
NTA-C14-568	As previously commented there is a real risk of subsidence resulting from the works. Subsidence is a known issue in the area. Few homes in Douglas now have insurance against subsidence as a result of previous cases;	Please see the NTA's response to Issue 16 in this report
NTA-C14-576	We are opposed to the present bus connects plan given a section of the Douglas Road would be widened to accommodate a continuous minimum 1.5m-wide footpath on both sides of the road. As a result, approximately 52 trees would need to be felled.	Please see the NTA's response to Issue 1 in this report
NTA-C14-576	We are opposed to the present bus connects plan given a section of the Douglas Road would be widened to accommodate a continuous minimum 1.5m-wide footpath on both sides of the road. As a result, approximately 119 parking spaces would be removed along the 4.4km route.	Please see the NTA's response to Issue 10 in this report

Reference	Statement	NTA Response
NTA-C14-576	Given traffic is heaviest around school times we believe the NTA should implement a traffic management plan and establish a comprehensive school bus transport network, would be more effective than the plans proposed by BusConnects.	Please see the NTA's response to Issue 4 in this report
NTA-C14-578	<p>On behalf of the Irish Blood Transfusion Service (IBTS), I am raising an observation in regards to the proposed sustainable transport corridor (bus gate for 1. Maryborough Hill > City route (1) Zone 03) proposed by the National Transport Authority (NTA). This observation is specifically in regards to our premises (the Munster Regional Transfusion Centre , MRTC) located at St. Finbarr's Hospital, Douglas Road, Cork, which is located directly adjacent to and currently serviced by this proposed corridor.</p> <p>We believe that the proposed bus gate as it is currently configured would have a significant adverse impact on the services the IBTS currently provided from this location.</p> <p>This service deals with the distribution of all standard and emergency blood and blood components orders to all of the hospitals in the Munster region including Cork University Hospital and Limerick General. There were 3740 individual deliveries alone from MRTC during 2022. Given the critical National importance of all of our services listed above, the IBTS must insist that all key stakeholders availing and using our site have an uninterrupted access to our facility 24 hours a day, 7 days a week. We kindly request that the NTA ensures all our concerns are provided for with fully workable solutions.</p>	Please see the NTA's response to Issue 22 in this report
NTA-C14-580	The proposed Corridor, both explicitly and structurally gives priority to buses (and the efficient movement thereof) over all other forms of transport and / or any contribution to placemaking and the creation of attractive and lively communities. The over emphasis on road engineering and buses demonstrates a lack of multi-disciplinary design input and / or too narrow a brief.	Please see the NTA's response to Issue 15 in this report
NTA-C14-580	There is insufficient use of the design tools and measures (road narrowing, shared surfaces, horizontal deflections, vertical deflections, landscaping, changes in materiality etc) contained within DMURs to achieve its stated objectives of traffic calming, connectivity and placemaking. The typical proposed cross section of two 3m wide general traffic lanes is unilaterally applied along the full extent of the Douglas Road without any significant variation to acknowledge or reinforce existing centres, make drivers more aware of their environment, acknowledge or re-inforce any sense of place.	Please see the NTA's response to Issue 7 in this report
NTA-C14-580	The proposed development reinforces the Douglas Road as a barrier between communities and fails to adequately acknowledge or facilitate pedestrians, cyclists or motorists traversing the Douglas Road because it fails to identify or analyse key destinations and desire lines beyond the end points of the proposed Corridor. This results in the bifurcation of communities and the undermining of place.	Please see the NTA's response to Issue 9 in this report
NTA-C14-580	<p>This submission argues that a revised scheme be submitted for a third round of public consultation. The revised proposal should include:</p> <p>A multidisciplinary urban design approach (i.e not a road engineering approach) that at least adheres to the guidelines, principles and objectives set out in DMURS (mandatory for all road authorities) and that gives priority to pedestrians, traffic calming and place-making ("The quality of the street is measured by the quality of the pedestrian environment.") Identifies and responds to key destinations, places and nodal points along the proposed route Uses empirical data to inform design decisions (traffic counts, surveys etc) Includes a Preliminary Heritage Impact Assessment Includes a Preliminary Street Lighting Assessment</p>	Please see the NTA's response to Issue 3 in this report
NTA-C14-583	Douglas village remains a bottle neck for bus/cycle/car traffic with this plan (I would suggest it will be worse) Bus gates will only divert cars to the next side road and let cars return to the Douglas Rd. Current traffic at peak times on the Douglas road is generated by car volume to schools and a school bus solution is needed first.	Please see the NTA's response to Issue 6 in this report
NTA-C14-583	There is no provision for park and ride facilities in the first phase. Doing this first would take current traffic off the road. School bus pickup points from a park and ride could also be done to enhance the school bus service	Please see the NTA's response to Issue 21 in this report
NTA-C14-583	<p>Current traffic at peak times on the Douglas road is generated by car volume to schools and a school bus solution is needed first.</p> <p>School bus pickup points from a park and ride could also be done to enhance the school bus service.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C14-583	<p>The Round 2 option is lacking validated data to back up the claim that it can achieve its goal. CSO data is available on where people live/work and where their children go to school (providing insight to their travel patterns)</p> <p>School data is available explaining where pupils reside (and the path they take to school)</p>	Please see the NTA's response to Issue 7 in this report
NTA-C14-584	is it really necessary to remove so many mature trees, biodiversity and historical structures in order to provide cycle lanes and bus lanes?	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-584	Could there be a park and ride system from douglas village serving all the primary and secondary schools in the area? I think this would eliminate a lot of traffic on the douglas road. It could be introduced now and review it before finalising plans for the bus connects route on Douglas road.	Please see the NTA's response to Issue 21 in this report
NTA-C14-584	In terms of cycle lanes, could the traffic speed limit be lowered to 30 Kms in the area? This would certainly make cycling safer for everyone. This could be introduced now and the results could be monitored before removal of trees and use of a bus gate system? Another suggestion before finalising plans is to trial the bus gate system- all that's required is revised road markings and cameras, that way the flow of traffic and the alternative routes people take in their cars to avoid it can be more closely monitored.	Please see the NTA's response to Issue 3 in this report
NTA-C14-584	this also links in with my serious concerns about the proposed bus gate system. Im really not in favour of this suggestion and believe there will be a serious and negative knock on effect on the flow of traffic into the Ballinlough area and narrow residential roads. I believe the bus gate is not necessary and think more creative and better considered options are available.	Please see the NTA's response to Issue 2 in this report
NTA-C14-584	Firstly as a resident in Ballinlough I know first hand that the majority of traffic in the area in the morning is from school drop offs. Once these are completed there are little or no traffic issues in the area unless there are unforeseen circumstances. A recent example was when a truck broke down in the tunnel and literally caused traffic to be backed for miles (almost as far as silver key pub all the way to mahon and the tunnel). Regarding schools traffic what surveys have been done on the origin, destination and purpose of their trip and is this information available?	Please see the NTA's response to Issue 4 in this report
NTA-C14-584	I feel more comprehensive study is required on where and why traffic is using douglas road at peak times. There seems little review of the massive impact school traffic has on area.	Please see the NTA's response to Issue 7 in this report
NTA-C14-586	The alarming loss of established and important natural life along the route cannot, in good conscience, be considered viable in light of the supposed end goals of the entire scheme.	Please see the NTA's response to Issue 5 in this report
NTA-C14-586	I do not support the STC 1 Maryborough Hill to City Centre, Bus Connects/NTA plan. The offhanded and apparently disingenuous approach toward valid concerns is, of course a worry, as is the lack of integrating or considering workable alternatives that would not only secure a greener future but would protect the green that is already in place. The volume of these submissions suggests further and better dialogue between all parties is in order.	Please see the NTA's response to Issue 12 in this report
NTA-C14-591	I have serious concerns about the proposed route for the Maryborough Hill to city corridor in the Bus Connects plan, specifically the bus gates at Well Road/Douglas Road, which will divert traffic through residential areas and the vicinity of schools at peak times. There are already uncomfortably high volumes of traffic in this area causing safety and air pollution issues. Funnelling even more cars, trucks and HGVs through residential areas and narrow roads, such as the Ballinlough Road, will make the situation intolerable.	Please see the NTA's response to Issue 6 in this report
NTA-C14-591	There are considerable safety issues for children crossing at the junctions of Ballinlough Road with Bellair and Wallaces Ave. Having been finally granted much-needed traffic-calming measures near the school, it is counter-productive to reroute even more traffic into the area at the same time children are going to or leaving schools.	Please see the NTA's response to Issue 9 in this report
NTA-C14-591	the proposed removal of parking spaces will further limit spaces for residents in the area whose options are already significantly constrained because of increased residential development.	Please see the NTA's response to Issue 10 in this report
NTA-C14-591	Finally, the communication with communities, whom this proposal materially affects on many levels, once again leaves a lot to be desired, with many people only hearing about proposed plans such as changing the direction of one-way traffic on the lower Ballinlough Road, at information sessions held in the locality	Please see the NTA's response to Issue 12 in this report
NTA-C14-592	I have been researching ways of managing traffic on the Douglas Road while maintaining the character of the road. It seems to me that by reducing the speed limit to 30 kph it would be safe to have busses, cyclists and cars share a lane. It seems this has been trialled successfully in some countries. Not being much of a cyclist at this stage of my life, I put it to a few younger cyclists who regularly cycle here. Their observation was that this would be workable and certainly much better than any attempt to have cyclists and pedestrians share a combined footpath /cycle way, and especially this would be safer for the pedestrians. I'm not aware that any consideration has been given to such a solution, so far.	Please see the NTA's response to Issue 3 in this report
NTA-C14-592	Douglas Rd is not a bottleneck, Douglas Village is, so no amount of tinkering with the existing built environment on Douglas Rd will get traffic to the city centre area much quicker, if indeed at all.	Please see the NTA's response to Issue 6 in this report
NTA-C14-592	I can only repeat my earlier observation that schools are a major contribution to traffic problems on Douglas Rd. A key crunch period is mid afternoon when kids are being collected from schools, trying to outbound along Douglas Rd to Douglas can be a nightmare.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-595	My primary concern is the adverse impact to traffic in the area, especially at peak times as traffic overflows will invariably spillover onto the South Douglas road, and its adjacent through-roads, such as the Cross-Douglas Road and Rosebank estate to name a few.	Please see the NTA's response to Issue 2 in this report
NTA-C14-595	While my primary concerns are related to the adverse impact traffic in the area, as many others have pointed out in other submissions the many reasons not to go ahead with this proposal, including; significant decreased access to a key road for local users at critical times.	Please see the NTA's response to Issue 2 in this report
NTA-C14-595	While my primary concerns are related to the adverse impact traffic in the area, as many others have pointed out in other submissions the many reasons not to go ahead with this proposal, including; damage to and devaluation of property	Please see the NTA's response to Issue 19 in this report
NTA-C14-595	While my primary concerns are related to the adverse impact traffic in the area, as many others have pointed out in other submissions the many reasons not to go ahead with this proposal, including; loss of greenery in the area (notably historic trees along the Douglas Road)	Please see the NTA's response to Issue 1 in this report
NTA-C14-595	While my primary concerns are related to the adverse impact traffic in the area, as many others have pointed out in other submissions the many reasons not to go ahead with this proposal, including; increased disruption and risk to public safety as narrow through-roads become increasingly trafficked.	Please see the NTA's response to Issue 2 in this report
NTA-C14-596	<p>On the current plans traffic on High Street will be one way driving down towards Summerhill South/ Langford Row and to re-enter High Street we will need to travel up Windmill Rd. This is not functional or safe in the long term for residents for the following reasons:</p> <p>1) Windmill Rd is too narrow for large vehicles + heavy traffic with cars regularly having to mount a very narrow footpath to travel up the road which of course dangerous for pedestrians. Safety is also a huge concern here as emergency vehicles cannot travel up Windmill road which will leave the residents of High Street, Windmill Rd and Tonyville Terrace vulnerable if there is an accident. There have been incidents in the past where ambulances and fire engines called out to Windmill Rd would need to travel up High Street and park there as they are too large to travel up Windmill Rd. O'Connell Court Residential Home had to close and re-locate because of this as it was an unsuitable location for emergency vehicles.</p> <p>Also please note that bin collections are undertaken with a specialised smaller vehicle on this street due to the above. It is simply too narrow to handle the increase of traffic and large vehicles that would need to avail of the road under the proposed plans.</p> <p>2) Many residents live past the junction between Windmill Rd and High Street. Under the proposed plans with High Street being one way towards Summerhill South/ Langford Row, these residents will not be able to return to street against the traffic. High Street is also too narrow to perform a u-turn to ensure that our vehicles are facing the correct direction to travel down the street. Residents of Tonyville will face the same problem as the entrance to the terrace is past the junction and so will be driving against the one way traffic to return home.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-596	Under the current plans, the junction between High Street and Capwell Rd is to be closed to everything but pedestrians and cyclists. By opening this junction to local traffic it will solve the problems in regards to entering the streets for residents and also both High Street and Capwell are broad enough to allow the emergency services to reach all residents on High Street, Tonyville Terrace and Windmill Rd.	Please see the NTA's response to Issue 3 in this report
NTA-C14-598	No consideration has been given to the creation of rat-runs all through Ballinlough as motorists seek to circumvent the bus gates. Removing traffic from main arteries such as the Douglas Road will be of no benefit if that traffic is driven into smaller roads running through residential areas.	Please see the NTA's response to Issue 2 in this report
NTA-C14-598	There are proposals to remove parking spaces which have given no consideration to the elderly and disabled, and which is also at odds with Cork City Council's own actions - earlier in May it revised its development plan for more car parking spaces within the city limits.	Please see the NTA's response to Issue 10 in this report
NTA-C14-598	The performance of Bus Connects in terms of communication has been absolutely terrible. There is a growing sense of cynicism that proposals such as the felling of hundreds of trees were floated with the intention of giving residents a sense of victory when those were withdrawn. Some assurances given at consultation meetings by Bus Connects representatives have made no sense whatsoever, while significant proposals have been clarified at community meetings by volunteers and public representatives rather than by Bus Connects. 'Shambles' would be an accurate description.	Please see the NTA's response to Issue 12 in this report
NTA-C14-598	There are ongoing serious safety concerns for children in the area of Ballinlough Road, Bellair and Wallaces Avenue. Cork City Council has tacitly admitted the seriousness of the problem by agreeing to significant traffic-calming measures near and around Our Lady of Lourdes NS; the Bus Connects plan will increase traffic exponentially in that area, and increase the risk of serious injury or worse for children in the area. The proposed bus gates would have the effect of worsening traffic at what is already the most challenging time of the day in terms of traffic - when children are going to or leaving schools.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-600	Windmill RD is very narrow, an average sizes car will find it difficult to drive up this road. Cars often have to mount the narrow footpath to drive up. In the past O'Connell Court Residential Home was located on Windmill Rd but it needed to re-locate as it was an unsuitable location for vulnerable patients as emergency services could not reach the home. We have had many incidents in the past where the emergency services struggled to reach residents on Windmill Rd due to narrow it is. For example, on New Years Eve many years ago there was a fire in a house on the bend of the road and it took the combined effort of all the residents to remove all the cars from the road to get the fire engine close enough to be able to put out the fire - this fire engine travelled on High Street as it is entirely impossible for such a large vehicle to travel from the Summer Hill South end of the road to the High Street junction. The current plans will not only make the residents of Windmill Rd more vulnerable but the residents of High Street (and Tonyville Terrace located off High St) will also become vulnerable as the emergency services will have no way to reach us.	Please see the NTA's response to Issue 2 in this report
NTA-C14-600	Bring traffic back on to High Street as it is the wider of the two roads. Capwell junction under the current plans will be closed off to cars but if this was to be opened, if only to local traffic, this would solve the health and safety issue as High Street is more than wide enough for all types of emergency vehicles.	Please see the NTA's response to Issue 3 in this report
NTA-C14-601	There are many protected structures along the route which will be removed or demolished - this is illegal There are approximately 50 registered in the National Monuments Archive. This amounts to cultural vandalism. The plan will dramatically worsen the aesthetics along the route and destroy the character of this historic route to the city. The amount of mature trees that will need to be felled and the affects on biodiversity is counter to the green objective of a public transport system. The route chosen will destroy the most trees Replacing new trees for ones that have been on the route for hundreds of years will affect shading and carbon sequestration. Not to mention the prevention of flooding.	Please see the NTA's response to Issue 1 in this report
NTA-C14-601	Proposing a reduction in foot path space to have both pedestrians and cyclists in shared non separated spaces is also illegal, and dangerous, with no regards to safety and consideration for those with disabilities. This will certainly not encourage parents to allow their children to walk to school instead of being dropped off by car.	Please see the NTA's response to Issue 8 in this report
NTA-C14-601	A school bus system would manage rush hour traffic by removing the number of children being driven in single cars to school	Please see the NTA's response to Issue 4 in this report
NTA-C14-601	Bus gates will divert traffic on to side streets greatly impacting people's quality of life. A one way system, which you have rejected, would improve journey times and have the least impact.	Please see the NTA's response to Issue 2 in this report
NTA-C14-606	I see more benefits being achieved by moving foward with smaller trial proof of concept where the current space is used.	Please see the NTA's response to Issue 3 in this report
NTA-C14-606	Douglas village remains a bottle neck for bus/cycle/car traffic with this plan (I would suggest it will be worse with the proposed plan). CSO data is available on where people live/work and where their children go to school (providing insight to their travel patterns). I can see no benefit to widening the Douglas Road. That iteam should ne abandond.	Please see the NTA's response to Issue 6 in this report
NTA-C14-606	The current plan will destroy the current greeny of hundred year old trees along the Douglas Road that help with the natural environment of the area.	Please see the NTA's response to Issue 1 in this report
NTA-C14-606	There is noprovision for park and ride facilities in the first phase. Doing this first would take current traffic off the road.	Please see the NTA's response to Issue 21 in this report
NTA-C14-606	Current traffic at peak times on the Douglas road is generated by car volume to schools and a school bus solution is needed first.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-613	<p>Walking as a Mode Of Transport</p> <p>Failure to consider the key importance of walking in the urban area, towards both the city centre and Douglas Village with reference to Walkability and the conditions required for the 'Walkable City' as defined in urban planning is still not evident.</p> <p>The proposals as presented will still undermine and eliminate walking as an attractive and desirable mode of travel and lead to the complete loss of particularly attractive mature trees on the Douglas Road and the destruction of a high value unique streetscape. The current version of the plan has failed to take account of the biodiversity loss involved and the irreplaceable character of the existing Douglas Road that would be eliminated.</p> <p>The Walkable City</p> <p>It is still the case, in our view, that the measures proposed for the Douglas Road would be deemed negative overall for Walkability. Shared surfaces Jeff Speck in Walkable City, 2013 states that "to be favoured, a walk has to satisfy four main conditions: it must be useful, safe, comfortable and interesting. Each of these qualities is essential and none alone is sufficient". The BusConnects STC proposal would eliminate the characteristic 'Walkability' of the Douglas Road in its entirety.</p>	Please see the NTA's response to Issue 9 in this report
NTA-C14-613	<p>I wish to support proposals to trial the use of Bus Gates during peak traffic periods without any road widening being undertaken.</p> <p>For the next stage of the BusConnects design process the NTA must return to basics and issue a Consultants Brief which has an explicit requirement that the design must be undertaken within existing constraints and that adverse impacts on biodiversity and cultural heritage would be systematically avoided.</p> <p>Local traffic arrangements would benefit from the following arrangements as against the proposal on STC I maps to reverse the direction of traffic Flow on Clermont Avenue:</p> <ol style="list-style-type: none"> 1) Retain the current arrangements on Clermont Avenue with access allowed from Douglas Road and 'No Exit' from Clermont Avenue at the same junction - this arrangement would discourage further traffic growth seeking alternative routes to access the Douglas Road in the context of Bus Gates. 2) Assign One-way traffic Westbound only on Trabeg Avenue taking traffic from Clermont Avenue towards Belvedere Lawn - this would benefit residents parking on the road and improve safety. 3) Assign One-way traffic Eastbound only on Mahon Avenue taking traffic from Belvedere Lawn towards Clermont Avenue - this would benefit residents parking on the road and improve safety. 	Please see the NTA's response to Issue 3 in this report
NTA-C14-617	<p>I totally object to proposed changes to Douglas Road as proposed by NTA, on grounds of Health and Safety, for school children, and pedestrians, Environmental Destruction, Indifference to Upheaval to some Residents' daily life because of changes to residential parking in some areas.</p> <p>This plan reads as if it has been drawn up by "Experts" in a back room office in Dublin.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C14-619	<p>Douglas is a subsidence area where Insurance companies will not quote for house insurance because of this risk, how can it make sense to drill into such an area? Have Geologists approved this?</p>	Please see the NTA's response to Issue 16 in this report
NTA-C14-619	<p>There are many schools in the area, three of them are Primary schools, young Children can't cycle or walk to school.</p> <p>Traffic will be redirected to side roads causing traffic chaos and resulting in extra mileage adding to the Carbon footprint.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C14-619	<p>The original plan for a one way system with the South Douglas Rd has been scrapped, the reason for this should be published.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C14-619	<p>Street parking will be directed to designated car parks , not everyone can walk long distance's to their home.</p>	Please see the NTA's response to Issue 10 in this report
NTA-C14-620	<p>I would like to complain about how difficult it is to navigate this website to make a submission. As a tech savvy 40 year old I can manage most things or figure them out but I struggled to navigate the website and find the tiny area for submissions. Other people with less skill would have given up. It's clear bus connects wants to discourage people as much as possible, particularly older people who would find it difficult to navigate the pages. It should be a button on the front page, not hidden below maps etc.</p>	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C14-620	In terms of the new proposals very little has changed from my previous submission: loss of previous green spaces in a concrete jungle, encouraging motorists to speed on a wide straight parkway, no speed calming measures and no consideration for sensible options like making a one way system to encourage drivers to ditch their cars and make life easier for pedestrians and cyclists. We walk more than ever now and I hope others will continue to increase their walking or cycling if able. To give all this road space for buses that do not serve the community's needs is such short term thinking. We need a cycling city like Denmark, not another urban moonscape like skewed road. I want my kids to be able to walk and cycle safely so prioritise the pedestrians and cyclists in your new plan, not buses and cars because they are the majority. We need to change the way we live for the future of the planet but these changes are going to set us back rather than help us move forward.	Noted.
NTA-C14-620	Make it one way, get some school buses, make it nicer and safer to walk and leave the trees alone.	Please see the NTA's response to Issue 1 in this report
NTA-C14-621	The plan for the Douglas Rd does not take the historical integrity of the road into any account or the impact to the local environment of the removal of so many mature trees. It amounts to savings of mere minutes on bus times and the destruction necessary to achieve this seems woefully disproportionate. This is a well established residential area not just a route to the city centre.	Please see the NTA's response to Issue 1 in this report
NTA-C14-621	There are many issues which haven't been addressed to date - including bus gate function, access to the three large schools on or just off the Douglas Rd and the diverted traffic chaos to the other schools in the immediate area.	Please see the NTA's response to Issue 4 in this report
NTA-C14-621	Alternatives such as park & ride or school transport would be a much more cost effective and certainly less destructive way to achieve some of the objectives.	Please see the NTA's response to Issue 21 in this report
NTA-C14-621	I'm not too sure that anyone with knowledge of the topography of Cork city would suggest that cycle lanes other than those in leisure areas like the Marina would be utilised at a level that would make them viable. Not many school children would be permitted or able to cycle from Maryborough Hill to school in Douglas or the city centre.	Please see the NTA's response to Issue 8 in this report
NTA-C14-624	My concern is that the bus gates that are designed to take cars off the Douglas road will push those cars on to side roads so that they can masquerade as cars using local access. Extra traffic on these side roads will be detrimental to those residents seeking to effect genuine local access. There seems to have been no planning done to manage traffic that will be pushed on to side roads and, of course, a plan that does not manage all of the traffic is not a proper traffic management plan.	Please see the NTA's response to Issue 2 in this report
NTA-C14-625	I completely disagree with the proposed changes to the Douglas Road which fail to take into account how we as residents live and operate in our community on a daily basis and shows a complete disregard for local heritage and biodiversity The current plans have major implications for our health and wellbeing and our ability to spend time outdoors in our community and are completely inappropriate for the Douglas Road.	Please see the NTA's response to Issue 17 in this report
NTA-C14-625	The revised plans do not take account of school traffic in the area and it seems likely that the proposed changes will cause further issues during these busy periods. It does not appear to me that any effort has been made to make any adjustments to the plans to accommodate school traffic issues.	Please see the NTA's response to Issue 4 in this report
NTA-C14-625	The impact upon the local environment and the loss of trees and historic stone walls is unacceptable and would destroy the neighbourhood feel of the area and the sense of community. The old stone walls and trees that line the Douglas Road add so much character to the area and offer shading and protection and contribute greatly to the health and wellbeing of all residents. The proposals if implemented would render the area totally unrecognisable and are irreversible.	Please see the NTA's response to Issue 1 in this report
NTA-C14-626	Why move the traffic down onto the south Douglas road when it's already congested at peak times by introducing the bus gates on the Douglas road? It's also going to turn the housing estates between the two roads into rat runs.	Please see the NTA's response to Issue 2 in this report
NTA-C14-626	Has there been any thought given to making the two roads one way even during certain peak times? Surely that would be better than destroying the beautiful Douglas road with the old wall and trees and making what is already a busy road chaos for the residents of the south Douglas road.	Please see the NTA's response to Issue 3 in this report
NTA-C14-627	Fully supportive of the continuous bike link from City to Douglas, it's a crucial piece of infrastructure that links Douglas with the City centre. This is much needed since the existing cycle infrastructure is incomplete, inadequate and disturbingly unsafe in its current form.	Please see the NTA's response to Issue 20 in this report
NTA-C14-627	I support the most of the changes made to the junction between High Street and Douglas Road, though there is the mention that the junction is restricted for local access only, it is unclear how this would be enforced.	Please see the NTA's response to Issue 2 in this report
NTA-C14-628	The Douglas road is a long road and much the traffic is school related. There is very little traffic during school holidays. I don't believe sufficient study has been done on why people are driving on the Douglas road. Reducing the school traffic is in my opinion the best option possibly by moving schools or providing school buses.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-628	I would also point out that the Maryborough hill to city route is a significant distance with multiple hills. I believe only the most serious cyclist would consider cycling from Maryborough hill to the city especially in winter.	Please see the NTA's response to Issue 8 in this report
NTA-C14-628	Why have you not considered building a Luas type tram line that goes from Douglas via the South Link to the city. We already have a direct route into the city via the South Link.	Please see the NTA's response to Issue 3 in this report
NTA-C14-631	I observe the bus gate on the eastern end of the Douglas Road can be easily circumvented when operational by traveling via Well Road, Hettyfield and Eglantine Park. This erodes considerable benefit from the introduction of the bus gate on the Douglas Road and makes it more dangerous to travel and live on the streets named. I request the NTA revise their plan to introduce a bus gate at the southern end of Eglantine Park that would be operational when the bus gate on the eastern end of the Douglas Road is operational. This would prevent drivers from simply driving around the bus gate at the eastern end of the Douglas Road when operational.	Please see the NTA's response to Issue 6 in this report
NTA-C14-631	I welcome the investment in public transport and the introduction of transport lanes promoting safe non-motorised transport to and from the city.	Please see the NTA's response to Issue 20 in this report
NTA-C14-632	Has the NTA considered implementing car free zones and congestion pricing? Implementing congestion pricing where drivers are charged a fee for driving in the city during peak hours will discourage car use and generate revenue for sustainable transportation initiatives.	Noted.
NTA-C14-632	The proposed road widening will require clearing vegetation and numerous trees along the Douglas Road to make space for wider lanes or additional lanes. This clearing of natural habitats will disrupt ecosystems, leading to a loss of biodiversity and displacement of wildlife. Wider roads will create barriers that fragment ecosystems and impede the movement of wildlife. This fragmentation will hinder the natural dispersal and migration of species, leading to isolation of populations and reduced genetic diversity. It will also increase the risk of wildlife-vehicle collisions, endangering both animals and human safety.	Please see the NTA's response to Issue 5 in this report
NTA-C14-632	Widening the Douglas Road will result in increased traffic volume and congestion, leading to higher emissions of pollutants from vehicles. More vehicles on the road produce greater amounts of greenhouse gases, such as carbon dioxide, contributing to climate change. Additionally, increased traffic will lead to higher noise levels, impacting the well-being of both humans and wildlife in the Douglas area. Expanding the Douglas road will in fact contribute to a car-centric transportation system, which promotes car dependency and discourages the use of alternative modes of transportation, such as walking, cycling, or public transit. This will lead to increased fuel consumption, traffic congestion, and associated environmental issues	Noted.
NTA-C14-632	Road widening will in the long run result in the displacement of residents & the disruption of this established community. This will have social and environmental consequences, including the loss of cultural heritage.	Please see the NTA's response to Issue 17 in this report
NTA-C14-633	I live on the cross Douglas road and I cant see how this is going to be of benefit to residents living here. I understand we need to be forward thinking but this proposal to not allowing traffic to use routes on Douglas road and forcing traffic onto the South Douglas road, surely this makes no sense as you are moving bigger volumes of traffic onto the road. I am no engineer but this seems madness!!	Please see the NTA's response to Issue 2 in this report
NTA-C14-637	The Douglas Road provides access to 4 schools (3 primary and 1 secondary), namely Scoil Bride Eglantine, Our Lady of Lourdes, St Anthony's and Regina Mundi. It is vital that parents are able to safely drop their children to school in the event that they are unable to walk / cycle to school.	Please see the NTA's response to Issue 4 in this report
NTA-C14-637	I believe the route chosen has the most negative effect on the local environment and heritage and does not at all solve congestion issues in Douglas village. The Douglas Road traffic flows well, particularly from the Johnson and Perrot Garage towards town, the traffic is consistently free flowing. The current proposal does not solve traffic congestion in Douglas Village.	Please see the NTA's response to Issue 6 in this report
NTA-C14-637	Re-routing the Douglas Road traffic through residential parks will cause dangerous congestion on narrow roads that are not equipped for the level of traffic that would be diverted through them. Additional traffic through these residential areas will pose a risk to pedestrians, particularly school going children and frequent tail backs.	Please see the NTA's response to Issue 2 in this report
NTA-C14-639	The proposal to close the Douglas road to private vehicles at peak times with bus gates will create huge traffic congestion at other points not to mention dangerous situations in urban parks that were never meant to take large volume of vehicles.	Please see the NTA's response to Issue 2 in this report
NTA-C14-641	The Well Road is unsuitable for heavy traffic. There is a sign in place (which has been there for many years) stating that the road is unsuitable for Heavy Good Vehicles. Are all lorries, delivery trucks etc now to be routed up the Well Road and through adjacent residential parks?	Please see the NTA's response to Issue 6 in this report
NTA-C14-641	As the plan stands, it does not provide any solution for the traffic in Douglas village (where the traffic actually is) but plans to make residential areas unsafe and decimate the historical Douglas Road (where there is minimal traffic). This plan needs to be rethought. It cannot be allowed to proceed as currently proposed.	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C14-642	At the moment the wider Ballinlough area is seen as a scapegoat to traffic with large volumes of traffic at peak times travelling through same where there is total disregard of residents and their families. Traffic calming measures, I understand, have been sought for years near Saint Anthony's school but to no avail. Speeding cars in the area remain a constant issue and can no longer be tolerated while such proposed Bus Gates will only exacerbate the problem and cannot be accepted and must be revised.	Please see the NTA's response to Issue 2 in this report
NTA-C14-647	This plan would cause the obliteration of Douglas Village as we know and love it - The stone walls, the beautiful gardens, the amazing trees. It is to me the most beautiful road in Cork and the plan appears to be to rip it all up, make it a ridiculous wide bus corridor of concrete and traffic lights with slim flimsy trees.	Please see the NTA's response to Issue 1 in this report
NTA-C14-647	We could also do with more consideration to continuous footpaths and safer road crossings where footpaths end.	Please see the NTA's response to Issue 9 in this report
NTA-C14-647	If the Douglas Road were to be closed off to cars at peak times, that would greatly impact mine and many others in my areas abilities to get onto the SDR (South Douglas Road) as cars previously using the DR (Douglas Road) would be forced on to the SDR to get to the city, local schools, hospitals, shops, doctors, vets or place of work.	Please see the NTA's response to Issue 2 in this report
NTA-C14-651	I would like to register my firm opposition to the changes proposed to Bellair Estate and on the Douglas Road for the following reasons; Health and Safety of myself, my family and residents of Bellair Estate on accessing their own property and accessing this Estate's thoroughfare. Health and Wellbeing with the loss of mature nature, uprooting residential community and neighbourhood, potential for loneliness, noise, light and air pollution. For anyone who walks the Douglas Road every night will see hundreds of people walking the road. Restricting this is extremely detrimental to people's mental health.	Noted.
NTA-C14-651	I would like to register my firm opposition to the changes proposed to Bellair Estate and on the Douglas Road for the following reasons; Safety of Primary and Secondary school children using Bellair Estate to attend local schools in the area, most notably [personal information redacted] located at the beginning of Bellair Estate and the Ballinlough Road junction, who's lives will be in danger from a massive increase in the volume of traffic using Bellair Estate to access the City Centre by way of Wallace's Avenue junction on the Ballinlough Road.	Please see the NTA's response to Issue 4 in this report
NTA-C14-651	I would like to register my firm opposition to the changes proposed to Bellair Estate and on the Douglas Road for the following reasons; Access In/Out of Property – As is it is extremely difficult for residents of Bellair to enter or exit their own driveways because of the volume of traffic on Bellair. If the Bus Corridor is implemented at St. Finbarrs this will not only become nearly impossible but will lead to increased safety issues for young and old, with the volume and speed of traffic heading down Bellair and onto the Douglas Road. Access and Egress issues entering and exiting homes with bus lanes, cycle lanes and pedestrians - safety issue and likely to impede traffic flow. When travelling from the city, people will need to cross a traffic/bus lane, cycle lane, and 2 meter footpath to enter their homes.	Please see the NTA's response to Issue 11 in this report
NTA-C14-651	I would like to register my firm opposition to the changes proposed to Bellair Estate and on the Douglas Road for the following reasons; Air Pollution due to the construction process, extra buses, loss of trees and biodiversity which will have a huge impact on the physical and mental health of residents and users of Bellair Estate. Noise pollution from the introduction of Buses in a 24/7 schedule and their increase in frequency	Please see the NTA's response to Issue 5 in this report
NTA-C14-651	I would like to register my firm opposition to the changes proposed to Bellair Estate and on the Douglas Road for the following reasons; The route that has been chosen (of the 10 routes looked at) will have a devastating impact on the many mature trees who are well over 100 years old. It is not an environmentally acceptable solution will likely fail EIA directives Replacement trees will not replace like with like (carbon sequestered by mature trees)	Please see the NTA's response to Issue 1 in this report
NTA-C14-651	I would like to register my firm opposition to the changes proposed to Bellair Estate and on the Douglas Road for the following reasons; High risk area for subsidence and sinkholes - this risk will be increased for many residents in the area due to the level of construction that will have to take place in the area. Many houses are between 70 and 100 years old and therefore area must be at high risk.	Please see the NTA's response to Issue 16 in this report

Reference	Statement	NTA Response
NTA-C14-651	I would therefore like to register my firm opposition to the changes proposed to Bellair Estate and on the Douglas Road for the following reasons; Maps are not to scale and the data in them is not up to date. Traffic surveys and simulation of traffic based on users changing behaviour to the proposed changes and restrictions not carried out in advance. Extra lanes on Douglas Road will not solve traffic congestion in Douglas Village. Proposed plan seems at odds with the CMAT, Cork City Cycling Plan and DLUTS plan.	Please see the NTA's response to Issue 7 in this report
NTA-C14-651	There are cheaper and greener alternatives, I feel that this proposal is unacceptable for this reason. The proposals have far too significant an impact on local residents, are unnecessary and there are alternatives. Choose the most environmentally friendly and least destructive option to the local infrastructure and private residential property and parking ie. work within the current constraints of the road eg. with traffic measures. A more appropriate solution would be the introduction of a one-way loop which would involve both the Douglas and South Douglas Road(s).	Please see the NTA's response to Issue 3 in this report
NTA-C14-652	I object to the proposed changes to the Douglas road as i feel they do not address the key problems that cause the traffic, namely the school traffic. We should first address the School bus system, which would automatically take cars off the road	Please see the NTA's response to Issue 4 in this report
NTA-C14-652	There are alternatives, there has been extensive work done in the Cmat plan of 2019	Please see the NTA's response to Issue 3 in this report
NTA-C14-652	I object to the proposed changes to the Douglas road as i feel they do not address the key problems that cause the traffic, the bottle neck crossroads in the Douglas village.	Please see the NTA's response to Issue 6 in this report
NTA-C14-652	Destruction of our beautiful trees and limestone walls will be for nothing until this major problem is solved	Please see the NTA's response to Issue 1 in this report
NTA-C14-655	The placement of the bus gate on the Douglas road to be operating inbound during peak morning hours will inevitably drive traffic through Hettyfield, Browinstown and lake lawn and into the areas of Somerton, Ardfallen and Ballinlough road.	Please see the NTA's response to Issue 2 in this report
NTA-C14-655	With the increase of traffic through the area the air quality could be badly affected having an adverse effect on the population with increased traffic and fumes. It would be good to see a air quality test run for school hours and during the summer period with schools off to see the variance.	Please see the NTA's response to Issue 5 in this report
NTA-C14-655	Can we implement 30 KMH zone across the area now, it would be great to reduce speed and increase safety for all road users and pedestrians. Overall the plan has a lot of merit but some tweaks are nessecary and I would welcome further engagment and refinement of the plan for this route.	Please see the NTA's response to Issue 3 in this report
NTA-C14-655	This would be due to the heavy presence of schools such as Eglantine, St Anthony's, Lady of Lourdes, Crab Lane and Ashton. Quite a significant number of pupils come from outside the area and people insist on by-school drop of kids who would be more than capable of walking if they were appropriate drop off zones. The NTA have stated there is a safe school program but its outside the remit of the bus connects program so it would be sensible if these programs could be handled jointly and mitigation to the added traffic for school hours can be provided.	Please see the NTA's response to Issue 4 in this report
NTA-C14-657	Health and Wellbeing with the loss of mature nature, uprooting residential community and neighbourhood, potential for loneliness, noise, light and air pollution. For anyone who walks the Douglas Road every night will see hundreds of people walking the road. Restricting this is extremely detrimental to people's mental health. Health and Safety of myself, my family and residents of Bellair Estate on accessing their own property and accessing this Estate's thoroughfare.	Please see the NTA's response to Issue 1 in this report
NTA-C14-657	Access In/Out of Property – As it is extremely difficult for residents of Bellair to enter or exit their own driveways because of the volume of traffic on Bellair. If the Bus Corridor is implemented at St. Finbarrs this will not only become nearly impossible but will lead to increased safety issues for young and old, with the volume and speed of traffic heading down Bellair and onto the Douglas Road.	Please see the NTA's response to Issue 11 in this report
NTA-C14-657	Air Pollution due to the construction process, extra buses, loss of trees and biodiversity which will have a huge impact on the physical and mental health of residents and users of Bellair Estate.	Please see the NTA's response to Issue 18 in this report
NTA-C14-657	Noise pollution from the introduction of Buses in a 24/7 schedule and their increase in frequency. Access and Egress issues entering and exiting homes with bus lanes, cycle lanes and pedestrians - safety issue and likely to impede traffic flow. When travelling from the city, people will need to cross a traffic/bus lane, cycle lane, and 2 meter footpath to enter their homes.	Please see the NTA's response to Issue 5 in this report
NTA-C14-657	The route that has been chosen (of the 10 routes looked at) will have a devastating impact on the many mature trees who are well over 100 years old. It is not an environmentally acceptable solution will likely fail EIA directives. Replacement trees will not replace like with like (carbon sequestered by mature trees)	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-657	High risk area for subsidence and sinkholes - this risk will be increased for many residents in the area due to the level of construction that will have to take place in the area. Many houses are between 70 and 100 years old and therefore area must be at high risk. Multiple access issues and risks for those attending schools and local hospitals (St Finbarr's, the South Infirmary).	Please see the NTA's response to Issue 16 in this report
NTA-C14-657	Letters sent in summer post COVID with tight deadline for submissions Only a short advertisement in newspaper in late August did not highlight any local issues which were close to most residents. Maps are not to scale and the data in them is not up to date. Traffic surveys and simulation of traffic based on users changing behaviour to the proposed changes and restrictions not carried out in advance Extra lanes on Douglas Road will not solve traffic congestion in Douglas Village Proposed plan seems at odds with the CMAT, Cork City Cycling Plan and DLUTS plan	Please see the NTA's response to Issue 7 in this report
NTA-C14-657	There are cheaper and greener alternatives, I feel that this proposal is unacceptable for this reason. The proposals have far too significant an impact on local residents, are unnecessary and there are alternatives. Choose the most environmentally friendly and least destructive option to the local infrastructure and private residential property and parking ie. work within the current constraints of the road eg. with traffic measures A more appropriate solution would be the introduction of a one-way loop which would involve both the Douglas and South Douglas Road(s).	Please see the NTA's response to Issue 3 in this report
NTA-C14-669	we live in Hettyfield, the overall proposals would have a severe personal impact on every person living in Hettyfield. Hettyfield was a leafy quiet estate off the Well Rd with little or no traffic until the right turning from the Well Rd onto Douglas Rd was removed. Now it is extremely busy at school times with people using this route to get to and from 2 schools in the locality i.e.Scoil Bride, Eglantine and St. Anthony BNS. There are approximately 1200 pupils in these 2 schools and it is estimated that 60 to 65% come from afar passing under the overbridge on the Southlink Rd, N40. If a busgate is positioned on the Douglas rd diverting all traffic to the Well Rd, it will result in the following. Pupils going to 3 schools will most certainly access their destination via Hettyfield. The 3 schools are Scoil Bride, Eglantine, Regina Mundi secondary school and St. Anthony's BNS. The approximate attendance for these 3 schools is approximately 1500 pupils and again 60 to 65% of those pupils will most certainly access their destination via Hettyfield. Furthermore it is highly likely that approximately 60 to 65% of the 200 pupils attending Our Lady of Lourdes school at the west end of the Ballinlough rd will also access their destination via Hettyfield. Hettyfield, having been built in the 1940's is not capable of sustaining this volume of traffic. The road is not wide enough and we already have a serious logjam outside Scoil Bride Eglantine every school morning due to the presence of Liliput, a Montessori school and a very popular cafe called GoGo's.	Please see the NTA's response to Issue 4 in this report
NTA-C14-669	Environment The current proposal would have a catastrophic effect on both Biodiversity and the visual attractiveness on this long established thoroughfare. The Douglas Rd was designed as a two way main thoroughfare to link Douglas village with cork city and does not have the capacity to be transformed into a 4 lane route.	Please see the NTA's response to Issue 5 in this report
NTA-C14-669	Issues with process. As earlier stated the NTA have not listened to or addressed any of the concerns of the 445 submissions made in the 1st round. The people who organised the Douglas Rd action group expressed the same sentiment and all the Councillors and the one TD who attended the meeting were all in opposition to the current proposal and expressed the opinion that they were not being listened to by the NTA.	Please see the NTA's response to Issue 12 in this report
NTA-C14-669	I would draw your attention to the CMAP approved plan endorsed one way system already approved by Cork City Council.	Please see the NTA's response to Issue 3 in this report
NTA-C14-669	Another viable alternative would be the implementation of school bus runs from mutually agreed departure points servicing the 4 schools mentioned above. The only time Douglas Rd has problems is during school term typically at start and finishing times. I can confirm personally that getting a bus from Douglas to city centre after 9.30am Monday to Friday is not a problem. During the school holiday periods there are relatively no issues with traffic. If bus school runs were implemented and the buses were free there would be absolutely no need for the implementation of this plan. As a frequent train and bus user I have become very much aware of the huge increase in both secondary and university students using public transport since the introduction of the reduced fares for this cohort. This initiative seems to be a roaring success and instead of wasting a billion Euro and in the process upsetting the residents of Douglas rd and its environs is it beyond your capacity to implement primary school bus runs, free of charge, and if it is implemented successfully we would have another roaring success on our hands.	Please see the NTA's response to Issue 4 in this report
NTA-C14-670	The proposed establishment of a Bus Gate at the junction of the Well Road and the Main Douglas Road at peak morning hours will prevent traffic coming from the Rochestown side of Douglas from using the Main Douglas Road. Logically, drivers who wish to access the Main Douglas Road will drive across to the South Douglas Road and then use Belvedere Lawn to access the Main Douglas Road and bypass the Bus Gate. This will lead to a massive increase in traffic volumes using what is a residential area.	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C14-670	Residents of Belvedere Lawn, Trabeg Avenue, Mahon Avenue and Clermont Avenue will now only have access to their homes from the South Douglas Road if Clermont Avenue traffic flow is reversed.	Please see the NTA's response to Issue 11 in this report
NTA-C14-670	Douglas Community School is located in Clermont Avenue and the proposed plan is likely to direct more vehicular traffic towards Douglas Community School – an area which is already struggling to cope with the installation of a new major junction	Please see the NTA's response to Issue 4 in this report
NTA-C14-670	Can quiet road treatments proposed for Capwell Road - home to Colaiste Christ Ri – be considered for Douglas Community School and Tir na Nog Montessori school both on Clermont Avenue	Please see the NTA's response to Issue 3 in this report
NTA-C14-670	Generally, consider traffic calming and speed controls to prioritise movements, rather than road widening and perhaps look at one-way loops with integrated traffic management on ancillary roads	Please see the NTA's response to Issue 3 in this report
NTA-C14-670	This is a subsidence zone: will assessment be made regarding the Impact of increased traffic volumes on roads/houses susceptible to subsidence	Please see the NTA's response to Issue 16 in this report
NTA-C14-671	This project will be a great start to encourage members of the community[who are able to do so] to make use of more suitable methods of transport. Currently, the general area of Douglas towards the city centre is dominated by the private car. Cars are put as priority number one for road usage with all other users being an afterthought. Parents will not permit their children to cycle to school, as to do so currently would be a risk to their Health & Safety with the main hazard being the private car. Residents who may wish to travel to Douglas for one reason or another will invariably take their private car. The existing infrastructure encourages the use of private cars, to use other methods would be a risk to ones Health & Safety with the main hazard being the private car. By providing this new infrastructure, members of the community [who are able to do so] will feel more comfortable to use this new infrastructure and hopefully move further away from the private cars dominating Douglas[& Cork city].	Please see the NTA's response to Issue 20 in this report
NTA-C14-671	Currently, in the sectional views on the GA drawings; all proposed cycle lanes are not separated/ segregated from pedestrian walkways. I would argue this is a mistake. It would be more beneficial if all proposed cycle lanes were to be separated/ segregated from pedestrian walkways to protect pedestrians & members of the community who may have mobility issues. It would be more beneficial if all cycle lanes were to be separated[protected] from bus & motor vehicle lanes by use of a kerb or similar. DLR Co. Co. has been installing excellent infrastructure in their area which protects the cyclist from the road user. This should be captured in the current design. On page 36 of the preferred route option; the cycle lanes appear to abruptly end as a cyclist enters Douglas Village[East Douglas St.]. In my opinion this design should be revisited and improvements made to the current proposed plans. Namely cycle lanes throughout the village as this will be the hub for the vast majority of trips. Allocations for safe and secure bicycle parking along the route and at major landmark sites[community hubs/ schools/ etc.] should be included within the scope of this project.	Please see the NTA's response to Issue 8 in this report
NTA-C14-671	to alter Douglas Road to a one way roadway for Private cars & buses complete with bi-directional cycle lanes and pedestrian footpaths on both sides, to alter the South Douglas Road[not part of the project scope for some reason] to a one way roadway for Private cars & buses[in the opposite direction to above] complete with bi-directional cycle lanes and pedestrian footpaths on both sides.	Please see the NTA's response to Issue 3 in this report
NTA-C14-679	I strongly object to the unnecessary destruction of the beautiful walls and trees along the Douglas Road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-679	As a bus commuter, I have rarely witnessed any delays along the Douglas Road. Delays are at Douglas Village and some pinch points where cars park on the road.	Please see the NTA's response to Issue 6 in this report
NTA-C14-679	It would be far more beneficial if the NTA could organise school buses and park and rides.	Please see the NTA's response to Issue 21 in this report
NTA-C14-680	Your proposal is environmentally, culturally, and technically unacceptable, does not incorporate any comments made by the local community and its unacceptability is only exceeded by the refusal to even listen to any alternative proposed by the community. It is preferable to drop this route from your plans rather than continue to frustrate and demean the local community. You continue to call this design an “emerging” preferred route. However none of the technical assessments required (by your own usual processes) have been completed such as for example origin/destination studies, traffic volumes, detailed journey time assessments etc. These studies should be applied to all potential routes and then a public consultation held on all POSSIBLE preferred routes/designs and then only the selection of an emerging preferred route. Your process is invalid.	Noted.
NTA-C14-680	You have admitted that no traffic modelling studies have been completed. How can a preferred route “emerge” if no modelling is done?	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C14-680	In addition to ignoring proper route selection procedures as outlined above you have ignored the Cork Metropolitan Area Transportation Strategy (CMATS) and related strategy documents, including the Cork Cycle Strategy. This in spite of the NTA being a primary sponsor and participant in the development of these strategies - the development of which involved extensive public consultation. These plans were further embedded in the Cork City development plan - designed to guide the development of the city through 2040. These plans must be implemented - no acceptable reason has been given for this rejection.	Please see the NTA's response to Issue 3 in this report
NTA-C14-680	Many efforts have been made to get the NTA to incorporate modifications which might be acceptable and which you have adopted in Dublin. These include special measures at pinch points, footpaths on one side of the road with multiple pelican crossings. None of these recommendations have been incorporated . You could also include speed control sections at pinch points	Please see the NTA's response to Issue 9 in this report
NTA-C14-680	The revised proposal makes little or no change to the degree of destruction of the built and natural environment on the Douglas Road. Removal of bus lanes has had little impact on the land take and as per your original design you will be destroying, demolishing and removing all walls and trees on the north side of the road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-680	Land take though reduced a little continues to be significant for affected households.	Please see the NTA's response to Issue 13 in this report
NTA-C14-680	Core traffic issues are not addressed or resolved by this proposal including the Douglas Village bottleneck, school drop off/collection traffic, the diversion of traffic into side roads and estates because of the proposed bus gates etc. etc. Other measures such as the signalling proposed to replace the Fingerpost Roundabout will intuitively cause a traffic nightmare.	Please see the NTA's response to Issue 6 in this report
NTA-C14-680	The out of the blue proposal to make Capwell Road and Rosebank cul-de-sacs without any consultation with those residents is outrageous. Similarly the isolation of communities in High St and surrounds continues to be imposed without consultation.	Please see the NTA's response to Issue 2 in this report
NTA-C14-681	School Runs There are 6 schools (both primary & secondary) within the catchment area of this corridor. The impact of the bus gates is to push cars into the adjoining estates, creating rat runs through these estates. Hettyfield, where I live, would be one of these rat runs, as car would be forced up the Well Road from Douglas and have to go through Hettyfield and adjoining estates to get to Eglantine National School (430 girls national school), St. Anthony's School Ballinlough (750 boys national school) and Our Lady of Lourdes National School (girls).	Please see the NTA's response to Issue 4 in this report
NTA-C14-681	Since this traffic cannot access the Douglas road, it will be forced to double back, thus creating more traffic jams and making walking & cycling in these estates more dangerous and reduce the likelihood of the children walking to school.	Please see the NTA's response to Issue 8 in this report
NTA-C14-681	Since this traffic cannot access the Douglas road, it will be forced to double back, thus creating more traffic jams and making walking & cycling in these estates more dangerous and reduce the likelihood of the children walking to school.	Please see the NTA's response to Issue 9 in this report
NTA-C14-681	In the public presentation in the Rochestown Park, these estates were not even on the maps presented, i.e. these estates are being totally ignored by the NTA	Please see the NTA's response to Issue 12 in this report
NTA-C14-681	There has been no modelling undertaken by NTA to understand the impact of the bus gates on traffic flow and the adjoining estates. The NTA approach appears to be the cart before the horse with a significant expenditure with no real understanding if their objectives are achievable. (No modelling etc)	Please see the NTA's response to Issue 7 in this report
NTA-C14-681	The plan does not address the pinch point of Douglas Village itself. As traffic cannot use the Douglas Road (due to bus gates), it will have to wait to turn right up the Well Road, potentially increasing the congestion in Douglas Village itself and impacting buses times as well. Again, no modelling done by NTA	Please see the NTA's response to Issue 6 in this report
NTA-C14-681	Consideration to implementing a School Bus run should be included as part of the plans. If a park-and-ride was setup in Douglas/Frankfield/Carrigaline vicinity with a regular shuttle bus run to these 6 schools could help more to reduce traffic and the need for the bus gates at these times Should consideration be given to a pilot scheme before committing to any action that is irreversible, e.g. implement the bus gates for a six month period to understand the impact on traffic. In my opinion there need to be a 3rd round of consultation (with relevant modelling completed)	Please see the NTA's response to Issue 3 in this report
NTA-C14-682	As a resident of the Douglas Road who previously made a submission to the NTA, I am concerned that none of the pertinent issues raised in mine and many other submissions in Sept 2022 have not been addressed in this revised plan. I hope that you can read the current submissions re this route Marlborough to City with an open mind and realise that there are other ways of achieving safe sustainable transport on the Douglas road without widening.	Please see the NTA's response to Issue 12 in this report
NTA-C14-682	I am also frustrated at the lack of evidence to support your revised plans, including traffic surveys, analyses of cycling on the road environmental studies and cost benefit analysis.	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C14-682	The revised plan has not dealt with the inherent issues that affect vehicular, pedestrian and cycling specifically on the Douglas road.	Please see the NTA's response to Issue 8 in this report
NTA-C14-682	The revised plan has not dealt with the inherent issues that affect vehicular, pedestrian and cycling specifically on the Douglas road.	Please see the NTA's response to Issue 9 in this report
NTA-C14-682	Neither has due consideration been given to the ambience provided by the vegetation, historical boundary walls, and the lack of traffic on the road for 80% of the day. This directly affects the wellbeing of daily users of the road? (Some of the NTA professionals cannot unfortunately acknowledge that this is important or that the vegetation and historic walls exist)	Please see the NTA's response to Issue 1 in this report
NTA-C14-682	The revised plan as in the original plan does not acknowledge that any delay to buses on this route at peak times is due to considerable school traffic and the bottle neck that is the Douglas village. The evidence for this is readily available. Anyone observing the Douglas Road from 8.00am to 6.30 pm each day can see that there are 2 periods daily when there is a larger volume of traffic on the Douglas road which can impede the free movement of buses. These times are approx. : Mornings between 8.00am and 9.00am during school term. Afternoons during school term between 4.30pm and 6.30pm approx.	Please see the NTA's response to Issue 4 in this report
NTA-C14-682	The revised plan as in the original plan does not acknowledge that any delay to buses on this route at peak times is due to considerable school traffic and the bottle neck that is the Douglas village. The evidence for this is readily available. Anyone observing the Douglas Road from 8.00am to 6.30 pm each day can see that there are 2 periods daily when there is a larger volume of traffic on the Douglas road which can impede the free movement of buses. These times are approx. : Mornings between 8.00am and 9.00am during school term. Afternoons during school term between 4.30pm and 6.30pm approx.	Please see the NTA's response to Issue 6 in this report
NTA-C14-682	To deal with this you have introduced a bus gate to divert traffic from the Douglas road to alternative side roads which are less suitable for the volume of traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C14-682	You will remove all vegetation inside boundary walls from the Briar Rose Bar and restaurant to the Belair estate. This is using a sledge hammer to crack a nut. This plan will cause Irreversible unnecessary vandalism in one of Corks valuable heritage areas. This plan will not deter the use of cars as a mode of transport.	Please see the NTA's response to Issue 1 in this report
NTA-C14-682	1.Remove at least 50% of traffic by providing School transport to the pupils (>65%)of whom are not within walking distance of the schools they attend and are currently brought to school in cars. The environmental benefit and removal of a substantial number of cars from the road must be worthwhile. 2. Reduce the speed limit, manage the traffic flow, and introduce toucan crossings where footpaths are not feasible on one side of the road, Introduce raised surfaces in certain lengths of the road. Consider one way cycling on both the North and South Douglas roads. 3. Introduce changes on a trial basis before destroying the environment.	Please see the NTA's response to Issue 3 in this report
NTA-C14-683	The revised plan despite our earlier submission still requires land take from each of our protected homes and removal of our protected walls.	Please see the NTA's response to Issue 13 in this report
NTA-C14-683	The residents support environmentally friendly modes of transport but destroying habitats in very old gardens and destroying walls which cannot be replaced will not have the desired effect. The homes on this stretch of the road date from 1890 to 1915 and are listed by Cork City Council as protected structures This means that the residents of these homes cannot interfere with the façade of the houses or the boundary walls without prior permission from the city council. In your proposal you will remove the boundary walls and the vegetation directly behind the walls. Regardless of the age or species of the vegetation you will essentially remove the historic and environmentally important structures of this section of the road. This will cause irreversible destruction to the neighbourhood. This will not achieve faster bus times or reduce the number of cars on the Douglas road. It will however destroy a pleasant old section of the road used by a very large number of people to walk to the city and to walk for recreation daily. There are alternatives to the level of destruction proposed.	Please see the NTA's response to Issue 1 in this report
NTA-C14-684	The douglas rd is a unique heritage area in Cork city suburbs. It is now rare to have such beautiful old stone walls, large stone houses and mature trees. To consider removing any of this is a disgrace and not in keeping with biodiversity.	Please see the NTA's response to Issue 1 in this report
NTA-C14-684	My home is directly on the main douglas rd. Access out onto the road from my home is always tricky but if there are more cycle lanes and buses, it will be even harder to exit safely.	Please see the NTA's response to Issue 11 in this report

Reference	Statement	NTA Response
NTA-C14-685	The proposed plan is a poorly crafted design with not even basic research conducted to identify the downstream impacts and secondary effects that will result in this major adjustment to traffic flow. The lack of traffic surveys prior to the creation of the current plans is likely to cause unforeseen issues later down the line.	Please see the NTA's response to Issue 7 in this report
NTA-C14-685	The current plans do not factor in the schools in the surrounding area. If the current plans are implemented, there will most likely be major traffic delays for students as they attempt to reach their school on time.	Please see the NTA's response to Issue 4 in this report
NTA-C14-685	The current changes also will not solve the traffic congestion in Douglas Village.	Please see the NTA's response to Issue 6 in this report
NTA-C14-685	The second point that I would like to make is the plans disregard for the heritage and character of the surrounding area. The current proposed route will effectively destroy the landscape and character of the area. There are also many historic structures and protected structures along the route which seemingly have been disregarded, such as the historic stone wall boundaries.	Please see the NTA's response to Issue 1 in this report
NTA-C14-685	The last point I would like to touch on is the destruction of the nature in the surrounding area. I believe it is unwise to be destroying the natural biodiversity in the region especially since the world is facing a climate crisis. Out of all the routes looked at this specific route will knock down the most trees, as well as that this route scores joint worst for impact on biodiversity as per NTA. Even if replacement trees are planted they will not be enough of a replacement for the mature trees that will be cut down. These mature trees also aid significantly with shade and flooding in the local area.	Please see the NTA's response to Issue 5 in this report
NTA-C14-689	I feel the traffic flow on the main Douglas Road has a number of pinch points : notably at St. Finbarrs Hospital and Douglas Village. It is my opinion that if the NTA dealt with the issues here it would free up the traffic flow to a sustainable level along the entire corridor.	Please see the NTA's response to Issue 2 in this report
NTA-C14-689	The proposed removal of limestone walls and mature trees on the Douglas is completely unnecessary and needs to be reassessed, as I believe this is environmental vandalism.	Please see the NTA's response to Issue 5 in this report
NTA-C14-689	As a frequent bus user, on both the Douglas Road (No. 207) and the South Douglas Road (No. 206), I feel that closing the Douglas Road at peak times to cars will create havoc on the South Douglas Road.	Please see the NTA's response to Issue 15 in this report
NTA-C14-689	I would be in favour of a contraflow on the Douglas Road with a speed limit of 30kph for cars.	Please see the NTA's response to Issue 3 in this report
NTA-C14-691	I am concerned with the proposal to install a bus gate on the Douglas Road to the East of the entrance to St. Finbarr's Hospital. As a resident of Ballinlough Road, I do not support the NTA plans to divert traffic onto the Ballinlough Road thus increasing the flow of traffic on the Ballinlough Road which is unsuitable for an increased volume of traffic. I also object to the change in direction of traffic flow on the Ballinlough Road from an east to west direction.	Please see the NTA's response to Issue 2 in this report
NTA-C14-691	Noise levels, pollution and possible structural damage to properties on this Road may occur with the increased volume of traffic.	Please see the NTA's response to Issue 16 in this report
NTA-C14-691	Upon reviewing the document (STC I Maryborough Hill to City) containing 19 maps, not one showed the proposals for traffic flow on the Ballinlough Road and/or the junction of Bellair, Ballinlough Road and Wallace's Avenue. For the NTA to propose to make changes to traffic flow and not advise residents which would be effected, it is unacceptable.	Please see the NTA's response to Issue 7 in this report
NTA-C14-691	No information has been provided to residents of the Ballinlough Road by NTA or Busconnects of the changes which will have an impact on residents.	Please see the NTA's response to Issue 12 in this report
NTA-C14-692	The use of a Bus Gate is going to have a terrible knock on effect on areas such as the South Douglas Road. At peak times, morning and evening, it is going to push increased levels of traffic on to the South Douglas Road. This area already suffers from large amounts of traffic at peak times. The Bus Gate will just make the situation worse. Car users are going to use the the access roads from the South Douglas Road to the Douglas roads to avoid the increased levels of traffic. Estates such as Belvedere Lawn, Tramore Lawn, Rhodaville estate and Cross Douglas Road will now main major access points. These roads were not designed for this and will make lives intolerable for the residents of these areas.	Please see the NTA's response to Issue 2 in this report
NTA-C14-692	School traffic will almost exclusively use these routes to access the schools on the main Douglas Road. While there may be a small benefit to those that use the Douglas Road as in decreased bus travel times, there will be increased bus travel times for the surrounding areas because of the increased traffic on these routes. Overall this will not give the desired effect for the city as a whole. It seems short sighted to say the least and makes the plan unfit for purpose.	Please see the NTA's response to Issue 4 in this report
NTA-C14-694	I am objecting to the proposed works as before because , it will damage the Douglas Rd and surrounding areas environmentally and endanger the residents of adjoining estates.	Please see the NTA's response to Issue 5 in this report
NTA-C14-694	I am objecting to the proposed works as before because the traffic will be pushed into adjoining estates . They will have no other route ,as they cross from the south Douglas Rd to reach the Douglas road , to get their kids to school.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-694	I live on the cross Douglas road . The council are proposing to put in speed ramps to slow down existing traffic . When this new scheme is in place , they will more traffic both ways. Is this ,all for buses to travel 15 mins , 24 hours a day ,from city centre to top of Maryborough Hill, half empty . Has any survey been arrived out , to see who will use these buses daily on this route . Please reconsider before you destroy the local communities and the environment for ever .	Please see the NTA's response to Issue 7 in this report
NTA-C14-702	I am opposed to the changes on the Douglas road because I believe they will do more harm than good. The NTA have not studied where people who drive the Douglas Road are coming from and going to and are basing their plan on an assumption that by slightly improving bus and cycling facilities in this area, that people will suddenly stop driving their cars. Widening the Douglas Road will not address car congestion in Douglas Village. Most traffic in the morning is due to schools and these plans do not provide viable alternatives to parents.	Please see the NTA's response to Issue 7 in this report
NTA-C14-702	Why in a climate emergency, we are insisting on pouring concrete and asphalt over limited green spaces, mature trees and old heritage walls. I believe the route chosen has the most negative effect on the local environment and heritage. There are much cheaper and greener alternatives to improve public and active transport that do not involve road widening or tree loss on this road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-703	I am opposed to the current planned changes on the Douglas road because I believe they will do more harm than good. The NTA have not studied where people who drive the Douglas Road are coming from and going to and are basing their plan on an assumption that by slightly improving bus and cycling facilities in this area, that people will suddenly stop driving their cars	Please see the NTA's response to Issue 7 in this report
NTA-C14-703	Most traffic in the morning is due to schools and these plans do not provide viable alternatives to parents.	Please see the NTA's response to Issue 4 in this report
NTA-C14-703	Widening the Douglas Road will not address car congestion in Douglas Village	Please see the NTA's response to Issue 6 in this report
NTA-C14-703	Every other city in Europe is reallocating existing road space to public and active travel so I would question why in a climate emergency, we are insisting on pouring concrete and asphalt over limited green spaces, mature trees and old heritage walls. I believe the route chosen has the most negative effect on the local environment and heritage. These changes are unnecessary and will be irreversible. They will destroy this historic road, which is one of the last green routes to the city. There are much cheaper and greener alternatives to improve public and active transport that do not involve road widening or tree loss on this road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-705	we are worried about the implications of BusConnects plans for the future of our area. The proposed Maryborough to Cork City Transport Corridor would impact on us as follows: The Douglas Road would be replaced with a concrete corridor, if the beautiful historic stone walls were removed. The removal of trees will lead to increased noise and effect biodiversity in our area and our urban wildlife.	Please see the NTA's response to Issue 1 in this report
NTA-C14-705	We are worried about the implications of BusConnects plans for the future of our area. The proposed Maryborough to Cork City Transport Corridor would impact on us as follows:Rosebank will be a cul de sac and this will cause traffic to divert to other estates . We would lose on street parking in Rosebank . People visiting the amenity park and swimming pool park on this road .	Please see the NTA's response to Issue 2 in this report
NTA-C14-705	We are worried about the implications of BusConnects plans for the future of our area. The proposed Maryborough to Cork City Transport Corridor would impact on us as follows:The increased traffic on streets and roads adjoining the Douglas Road would create absolute chaos during school drop and pick up. The bus gates will cause immense traffic issues to the surrounding residential areas as all of the residential roads linking into these routes cannot accommodate additional diverted traffic	Please see the NTA's response to Issue 4 in this report
NTA-C14-705	We are worried about the implications of BusConnects plans for the future of our area. The proposed Maryborough to Cork City Transport Corridor would impact on us as follows: Ground disturbance and subsidence risks Devaluation of my property Our health and wellbeing would be effected	Please see the NTA's response to Issue 19 in this report
NTA-C14-706	NTA has conveniently left out the full details for the Ballinlough Road only by stating that it will become a oneway system from Bellair/Our Lady of Lourdes School corner down to the Douglas Road via Ballinlough Road to get to St. Finbarr's Hospital. (this will become a rat run and an endangerment to both school children, parents & residents during school hours)	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-706	No mention of the house holder's street parking in which a lot of both elderly and young rely on their own transport and spent a lot of hard earned money in securing their property and regular maintenance. Services people/meals & wheels/Refuse bins/Family members who come to peoples house will be unable to visit should on street parking be eliminated...Please state your intentions publicly, so we all can see plainly and not hide behind 'smoke screens' for convenience. Be open and transparent	Please see the NTA's response to Issue 10 in this report
NTA-C14-706	While they may be benefits to BusConnects project, this is not one of them for this area. Ballinlough is a historically old and narrow road with equally off side roads and parks which is not conducive to this plan.	Noted.
NTA-C14-706	Uses of school feeder buses/shuttle busses which would be beneficial to all and also reduce cars ferrying children to school within this catchment area. (6.5k children in local schools here) Less public project money to be used for the unnecessary proposed infrastructure defacement of the main roads and this in turn to be used in increasing facilities ie. More Park & Ride sites, Shuttle buses(electric) which can access smaller areas more frequently.	Please see the NTA's response to Issue 21 in this report
NTA-C14-706	Where is the data from the Environmental Impact Study which needs to be undertaken and assessed and debated before any future talks of changes.	Please see the NTA's response to Issue 7 in this report
NTA-C14-706	The location of the bus gates on the Douglas Road will cause utter traffic chaos off all areas off it and onto lesser minor roads and parks. This will lead to car rage and possible accidents and even fatalities. The Douglas Road plan needs to be carefully re-examined and alternative options fully explored with all concerned parties and interests before all other areas off it are deeply impacted, forever.	Please see the NTA's response to Issue 2 in this report
NTA-C14-708	More information needed on the travel patterns of people	Please see the NTA's response to Issue 9 in this report
NTA-C14-708	Optimise our existing road services by putting cameras on yellow boxes. It is insane that people blocking yellow boxes is still happening. The knock on impacts of this mean that our existing infrastructure cannot function as it should. Surely the Council and Gardai can sort it out to start doing this first before the carnage that will be associated with the current plans.	Noted.
NTA-C14-708	Ensure that cycle ways are not shared with footpaths. These scenarios are deadly and as a cyclist I will never use these if at all possible as pedestrians (many with head phones in) are less aware of cyclists than many drivers. Cycle ways also need to be maintained - especially in the autumn when leaves make then lethal yet the newer cycle lanes are inaccessible to the street cleaners.	Please see the NTA's response to Issue 8 in this report
NTA-C14-708	With the concentration of schools in the area traffic will likely always be a problem for a few hours every day, especially with all the people that travel to the area. The majority of local kids already walk or scooter unless their parents are traveling on to work. Without more information on where people are coming from and going to after drop off (not just the volume of cars) it is impossible to understand the travel needs of the area. A detailed survey of people traveling in and out of the area is needed as well as the local people that drive.	Please see the NTA's response to Issue 7 in this report
NTA-C14-708	Travel is habitual so understanding why people do or do not cycle or take the bus is also important. For example, I cycle across the city everyday to work yet my wife doesn't cycle to work which is less than 1 mile away because (a) there are no facilities for her to change or shower at her work place (which I have) and (b) she has never been a cyclist so starting now is not something she feels confident in	Please see the NTA's response to Issue 8 in this report
NTA-C14-708	Neither of us take the bus even though we are well serviced because the realtime app is not reliable so therefore the option of using the bus doesn't even enter our minds. Getting information on these habits is crucial for developing long term plans to help change our current behaviours.	Please see the NTA's response to Issue 15 in this report
NTA-C14-708	Whatever changes may occur this cannot be just seen as a civil engineering job - knocking walls, cutting down trees, laying down concrete.	Please see the NTA's response to Issue 1 in this report
NTA-C14-708	there needs to be a long term plan in terms of training people to cycle from an early age and sustained through teenage years. It is ridiculous to think that people that have not cycled for 20 years will all of a sudden start cycling just because of a few cycle lanes. This will not happen. Therefore we need to accept that training people now is part of a longer term plan.	Please see the NTA's response to Issue 8 in this report
NTA-C14-708	The infrastructure changes don't need to be seismic. For example, keep bins off the streets and footpaths - could this be a local by-law introduced? These are a huge issue for pedestrians, cyclists and motorists alike and with our privatised waste management system this has resulted in bins being collected by different operators 4 days a week.	Please see the NTA's response to Issue 9 in this report
NTA-C14-708	Overall I am in favour of the bus connect concept but it appears that this is being rushed through without sufficient investigation of the travel patterns that lead to the congestion and also an understanding of the behaviours that lead to people cycling/not cycling or using the bus.	Please see the NTA's response to Issue 8 in this report
NTA-C14-716	There will be significant impact on quality of life on Belvedere Lawn due to additional noise and air pollution due to additional traffic travelling up the road.	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C14-716	Due to additional traffic on Belvedere Lawn, there will be a requirement for traffic calming measures, as there is no reduced speed limits on the road at present despite a secondary school and a Montessori currently being accessed through Belvedere Lawn.	Please see the NTA's response to Issue 2 in this report
NTA-C14-716	Removal of parking spaces outside businesses on the Douglas Road, (AllCare Pharmacy, MyCork GP, Belvedere Dental Care, Celeste Medical Centre, Barbers etc.) will lead to additional parking on Belvedere Lawn from Staff and Customers. There have already been numerous occasions where large vehicles have been unable to navigate Belvedere Lawn due to parking pressures. This causes significant delays to all users of the road and will be exacerbated by the additional parking on the road.	Please see the NTA's response to Issue 10 in this report
NTA-C14-716	Property values could be severely impacted due to Belvedere Lawn being changed from a residential area to an access road.	Please see the NTA's response to Issue 19 in this report
NTA-C14-716	Residents of Belvedere Lawn are already experiencing difficulties exiting properties due to illegal parking and volumes of traffic, this will make the situation worse.	Please see the NTA's response to Issue 11 in this report
NTA-C14-716	Removal of trees will lead to increased noise pollution and lower air quality.	Please see the NTA's response to Issue 1 in this report
NTA-C14-716	Access to schools, Creches and Montessori's in the area will be significantly impacted, especially to the Tir na nOg Montessori on Clermont Avenue. Deliveries to schools and businesses in the area will need to be re-scheduled to outside of the proposed hours.	Please see the NTA's response to Issue 4 in this report
NTA-C14-716	Business in the entire area and wider city and suburbs are going to suffer massive impacts due to: Lost working hours as staff struggle to get to work on time. Customers unable to get to the business. Deliveries having to be rescheduled. Bin Collections having to be rescheduled.	Please see the NTA's response to Issue 22 in this report
NTA-C14-716	The result of proceeding with this proposal will create further car congestion in Douglas Village, South Douglas Road, and all residential areas adjacent to the Douglas Road. It will negatively impact on local business, schools, work-life balance of the population and not resolve any issues at all.	Please see the NTA's response to Issue 2 in this report
NTA-C14-716	Suggested alternative would be to over-invest in the Public Transport system, including a proper dedicated school service, within Cork to ensure that the population needs are met prior to forcing them onto an inadequate system.	Please see the NTA's response to Issue 3 in this report
NTA-C14-717	I wish to support the proposals to trial the Bus Gates during traffic peak periods without any road widening being undertaken.	Please see the NTA's response to Issue 3 in this report
NTA-C14-717	I wish to record my objection to the current version of the proposed Maryborough to City STC as presented by BusConnects Cork on behalf of the NTA. Furthermore, I object to any road widening whatsoever on the Douglas Road given the adverse impacts on biodiversity and environmental destruction. The focus by the NTA should be on Walking as the key mode of travel in Cork as being most suited for a compact city.	Please see the NTA's response to Issue 5 in this report
NTA-C14-717	The measures, as proposed, in the current version for the Douglas Road would be deemed negative overall for Walkability. Jeff Speck in Walkable City, 2013 states that "to be favoured, a walk has to satisfy four main conditions: it must be useful, safe, comfortable and interesting. Each of these qualities is essential and none alone is sufficient". These principles are further explored by Professor Shane O'Mara, In Praise of Walking, 2019 and the acronym EASE is suggested "to assist our city designers". O'Mara states that "our cities should be easy (to walk); accessible (to all); safe (for everyone); and enjoyable (for all)". O'Mara concludes "The steps to make and remake our cities walkable are straightforward. We just need to take them." However, the BusConnects STC proposal would still eliminate the characteristic 'Walkability' of the Douglas Road in its entirety. The proposals as presented by BusConnects to date will undermine and eliminate walking as an attractive and desirable mode of travel.	Please see the NTA's response to Issue 9 in this report
NTA-C14-719	It has been very evident that the seriousness of your proposed plans and devastating effect they will have on the properties and the lives of those living on the Douglas Road and also all the roads off the Douglas Road through which there will be diversions has not been considered. Once again, my husband and I would, like many others, ask that your current plans be abolished, and more rational plans looked at so as not to ruin the lives of many particularly as this is a much more established area with many older residents who enjoy the atmosphere of walking on the Douglas Road	Please see the NTA's response to Issue 17 in this report
NTA-C14-719	I would like to make some observations for your consideration: 1. The long established trees on the Douglas Road are a major source of importance for the environment.	Please see the NTA's response to Issue 1 in this report
NTA-C14-719	I have done a survey at the entrance to the Cross Douglas Road and in two hours during the busy time there were only 17 bicycles going towards the city and 11 on the outward side. It is a well-known fact that young people do not use bicycles like they used to hence no need for bicycle lanes.	Please see the NTA's response to Issue 8 in this report
NTA-C14-719	I would like to make some observations for your consideration: The proposed alternative routes will cause for more congestion as they are not physically suitable for the volume of traffic and will suffer severe noise pollution.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C14-719	No mention has been given to the proposed alternative diversions i.e Belvedere Lawn, Rosebank, Cross Douglas Road and others. None of these roads are in any way suitable for the large amount of traffic that will be generated or the problems that will be suffered by people trying to exit and access their properties. This is of major importance.	Please see the NTA's response to Issue 2 in this report
NTA-C14-719	There are many other reasons that show your plans are totally unsuitable and many more suitable solutions with less serious implications which should be considered before any decisions are taken on the matter. Also, there should be more co-operation between the people whose properties are proposed to be severely reduced and your Department. The stress and upset that this matter has caused cannot be justified for any reason particularly when those making the decisions do not even live in the area and cannot understand the serious implications. I trust that this matter will receive a more positive response.	Please see the NTA's response to Issue 12 in this report
NTA-C14-725	grave concerns about the proposed diversion of traffic from the Douglas Road to the South Douglas Road at peak traffic times. Such a diversion would make the South Douglas Road an even greater black spot than is already the case.	Please see the NTA's response to Issue 2 in this report
NTA-C14-725	introduce a dedicated bus lane on a circular one way route incorporating the Douglas and South Douglas Roads. Increase Bus frequency improving the service and making its use more attractive to bus users. Provide more bus stops and shelters. Provide a fleet of buses dedicated to the transport of school goers for a limited time each morning and evening to alleviate some of the current problems.	Please see the NTA's response to Issue 3 in this report
NTA-C14-725	As residents of Trabeg Lawn, South Douglas Road, we have grave concerns about the proposed diversion of traffic from the Douglas Road to the South Douglas Road at peak traffic times. Such a diversion would make the South Douglas Road an even greater black spot than is already the case. Anyone who travels on the South Douglas Road at the moment will wonder how such a proposal was ever mooted. At present, traffic levels at peak morning and evening times make exiting and entering Trabeg Lawn hazardous for all.	Please see the NTA's response to Issue 2 in this report
NTA-C14-725	The current NTA proposal appears to ignore the very obvious fact that the South Douglas Road is the site of three large secondary schools and four primary schools. School traffic is the main contributor to traffic gridlock particularly in the morning.	Please see the NTA's response to Issue 4 in this report
NTA-C14-725	Outward bound city traffic is the chief problem in the evening. This would be exacerbated by the current proposal. Douglas village will continue to be a traffic pinch point with no solution to this problem. A number of recent and proposed housing projects will inevitably increase the volume of traffic on the South Douglas Road	Please see the NTA's response to Issue 2 in this report
NTA-C14-728	The current proposal is out of date. I encourage a full review of the plans and to evaluate all aspects of the proposal, particularly the traffic volume increases caused by schools. Reducing the school generated traffic, coupled with alternatives like reduced speed limits could provide the solution without having to complete the significant and damaging changes outlined in the proposal. I would also encourage a more phased approach with measured evaluations.	Please see the NTA's response to Issue 3 in this report
NTA-C14-728	There is a significant change since covid on commuter traffic. Office based staff are either fully remote or in a hybrid model. New office based worker attendance levels are at 20-30% of pre covid levels. New legislation proposed on remote working is in progress which will grant employees further support to a more flexible or remote working arrangement. The future of work is likely to be a remote/hybrid model providing flexibility which adjusts commuting times and behaviours significantly.	Noted.
NTA-C14-728	The main generation of weekday traffic now seems to be school drops. The schools close from June and July until September leaving school generated traffic to approx 8 months of the year. Given the context above, the significant change to work based commuter traffic and the legislation on remote working, I encourage a serious reflection on the proposed plans.	Please see the NTA's response to Issue 4 in this report
NTA-C14-729	At other end little cognisance for the difficult routes surrounding Bellair and Wallace's Avenue and the large apartment block there with not one designated parking space.	Please see the NTA's response to Issue 10 in this report
NTA-C14-729	don't condone destruction of so many old trees at a time when we are encouraging massive planting. I don't condone wanton destruction of property and stone walls on what are preserved properties. Disregard for preservation orders which were imposed by other legitimate state agencies Douglas road in its present form is of major historical significance to the people of Cork and should be preserved. Mature residents will be unable to access certain parks at certain times due to bus gates.	Please see the NTA's response to Issue 1 in this report
NTA-C14-729	the Bus Gates are going to cause dangerous diversions into surrounding parks which were not designed and cannot be adjusted to cope with the increased traffic forced through them.	Please see the NTA's response to Issue 2 in this report
NTA-C14-729	loss of on street parking is going to cause much nastiness and aggression	Please see the NTA's response to Issue 10 in this report
NTA-C14-729	Main cause of traffic problems is Douglas Village. Plan does not address this area at all. Fix that area and there will only be a necessity for a much smaller and cheaper plan	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-729	There is an ever-increasing number of upset residents who are willing to donate serious sums to mounting a Legal challenge to what they consider to be a major infringement of their rightful enjoyment of their homes.	Please see the NTA's response to Issue 17 in this report
NTA-C14-731	Please include camera enforcement at all the bus gates in the scheme, especially at the junction of Church Street and East Douglas St. and by the Well Road in Map 9. These are unfortunately guaranteed to be ignored by drivers if they feel they will get away with it, causing traffic on the bus routes.	Noted.
NTA-C14-731	The bus gate at the Fingerpost junction is a great addition and will make the small East Douglas Street more friendly to pedestrians and cyclists. Please include camera enforcement.	Please see the NTA's response to Issue 2 in this report
NTA-C14-731	Please consider retaining the existing Fingerport Roundabout sign and incorporating into the new junction. The people of Douglas have an attachment to this as they consider it historic.	Please see the NTA's response to Issue 1 in this report
NTA-C14-731	Please make the cycle lane buildouts (highlighted below) at the new Fingerpost junction larger to provide greater separation between cyclists and motorised traffic. The proposed sizing is dangerous as it will put cyclists going straight on in the A-pillar blind spot of drivers turning left. If the buildouts are larger vehicles will be more perpendicular to the cyclists direction at the point where they cross the cycle lane, improving visibility.	Please see the NTA's response to Issue 8 in this report
NTA-C14-731	I believe the original plan for a proper one-way system on the Douglas Road was superior to the current plan, please reconsider this option	Please see the NTA's response to Issue 3 in this report
NTA-C14-731	I believe removing a dedicated bus lane (and not providing an alternative bus gate) from Southern Road is a mistake and needs to be reconsidered. At rush hour in the mornings this road is totally backed up with inbound traffic from the junction with the Old Blackrock Road up to and beyond the junction with High Street and towards St. Finbarr's hospital. Busses are frequently delayed in this traffic. Private vehicles should be prevented from using this road during the morning rush hour if bus journey times are to be improved when they matter most for students travelling to school and workers attending work. Much of the traffic is caused due to vehicles turning right on to the Old Blackrock Road waiting for a break in oncoming traffic, if this movement was disallowed it may help.	Please see the NTA's response to Issue 15 in this report
NTA-C14-731	Regarding the removal of through traffic from Capwell Road on to High Street and the creation of a quietway. This is by far my favourite element of the scheme. As a Capwell resident in my opinion there is far too much traffic on this road; trucks, taxis, and commuters use it as a shortcut at inappropriate speeds. Speed ramps have chunks missing from vehicles hitting them at high speed. This improvement will allow us to feel safe walking and letting our children play in our neighbourhood. Please retain this in future proposals. Please ensure that there is a physical barrier to prevent vehicular access, such as a movable bollard to allow emergency access.	Please see the NTA's response to Issue 2 in this report
NTA-C14-731	The removal of green space and addition of car parking at the entrance of St. Finbarr's hospital. I believe this is a regressive addition and should be omitted from the scheme. We need to retain all the green space we can, and not replace it with parking. New parking encourages car dependency.	Please see the NTA's response to Issue 5 in this report
NTA-C14-731	The quietway on High Street and no-through route to motorised vehicles plan is excellent and should be retained in the final plan. Please ensure that there is a physical barrier to prevent vehicular access, such as a movable bollard to allow emergency access.	Please see the NTA's response to Issue 2 in this report
NTA-C14-731	Please add a raised table at the junction of Douglas Road with Bellair Estate to allow pedestrians/people using wheelchairs/walkers/buggies to cross the road without having to step down, and also slow down vehicles entering and exiting Bellair Estate.	Please see the NTA's response to Issue 9 in this report
NTA-C14-731	Regarding the removal of trees on Map 4 near the junction of the Cross Douglas Road and Douglas Road, and on Map 5. Please consider moving these mature trees a few feet back rather than cutting them down. It's more work and requires planning but will be worth it as mature trees provide many multiples of the benefit of any immature trees they may be replaced with.	Please see the NTA's response to Issue 1 in this report
NTA-C14-731	The creation of a quietway in Rosebank is excellent and will provide safe facilities for children to play and everyone to cycle. Please retain this going forward.	Please see the NTA's response to Issue 8 in this report
NTA-C14-731	At all junctions along the Douglas Road please consider adding raised table crossings at the junctions with side roads to benefit pedestrians, especially people with disabilities, and also slow down traffic exiting/entering these side roads. Please also narrow the road portion of these junctions as much as possible as many are excessively wide and encourages drivers to take the junction too fast and causes danger for pedestrians as it takes much longer to cross than is necessary.	Please see the NTA's response to Issue 9 in this report
NTA-C14-731	The new trees in maps 9 and 10 are great additions, please be sure to include these in the final product.	Please see the NTA's response to Issue 1 in this report
NTA-C14-731	In Map 9 please make where the cycle lanes merge into East Douglas St. more gradual so cyclists aren't thrown out in front of traffic.	Please see the NTA's response to Issue 8 in this report

Reference	Statement	NTA Response
NTA-C14-731	New parking encourages car dependency. None of the properties along this stretch were built with parking and there should be no expectation for the public to provide free or highly subsidised storage space for private vehicles, especially when this scheme will provide such excellent bus routes and cycling facilities. These properties are a short walk/cycle/bus from the city centre and these modes of transport should be prioritised.	Please see the NTA's response to Issue 10 in this report
NTA-C14-741	The current NTA plan will have a detrimental impact on the local environment on Douglas Road 1km of mature gardens, hedgerows and trees, (many over 150 years old), will be replaced by concrete.	Please see the NTA's response to Issue 1 in this report
NTA-C14-741	These are some of the known benefits of mature trees and gardens in urban areas; It's home to numerous species of bird, insect, small mammals and amphibian. All of which will be displaced or killed. It vastly improves air quality. Not only does vegetation absorb CO2, but the leaves also capture hazardous particles emitted by car exhausts which are then flushed away by rain. It helps regulate temperature. Concrete jungles get incredibly hot in sunlight. Increasing the amount of concrete and reducing vegetation increases the risk of flooding. Green spaces are known to improve mental wellbeing and help prevent depression. It's also visually attractive and pleasant to walk. Only added to by the historic walls and structures which will also be demolished if this plan is carried out. The NTA clearly has no regard whatsoever for local heritage. Whatever solution is decided upon, I personally feel that it is of the utmost importance to save as much of this greenbelt as possible. Given the current 'green initiative' we should be planting more trees NOT destroying them.	Please see the NTA's response to Issue 1 in this report
NTA-C14-742	Bus Connects neglects almost every other form of transport. The proposed bus gates on Douglas Road will force road users to find alternative routes, cutting through quiet residential areas instead. This raises many safety concerns in the vast residential areas between Douglas Rd and Boreenmanna Road.	Please see the NTA's response to Issue 2 in this report
NTA-C14-748	The revised proposal for the Douglas Road route continues to raise a number of concerns. The published route makes provision for improved bus and cycle networks, but does not address the impact of displaced traffic on nearby, often smaller, streets. There does not appear to be a plan to improve traffic flow overall.	Please see the NTA's response to Issue 2 in this report
NTA-C14-748	There will be sizeable loss of established heritage features and mature trees - this is disappointing, especially if there is no overall benefit to traffic flow in the wider locale.	Please see the NTA's response to Issue 1 in this report
NTA-C14-748	There is loss of parking spaces, with seemingly inadequate efforts to replace lost parking spaces or protect existing parking spaces/access. This will create access issues. I am happy to lose current on-street parking rights, if adequate and safe local replacement parking options are provided. Difficulties and inconvenience for local residents.	Please see the NTA's response to Issue 10 in this report
NTA-C14-748	The potential parking site identified to the rear of Laurelwood would result in the loss of an area of biodiversity and has narrow access, raising safety issues.	Please see the NTA's response to Issue 10 in this report
NTA-C14-748	There does not appear to be a plan to protect existing access to parking spaces. For example, there is rear access to Beechwood / Pinewood via a rear lane. This is used by approximately 12 households. Access across this lane is currently provided via a long-standing ROW, however there has recently been an objection raised by the property owner regarding access over this lane. ROWs are dependent on individual consent/agreement. If the ROW across this lane continues to be disputed, this creates a potential loss of private parking for up to 12 households, adding further pressure to on-street parking. The plan should take steps to protect existing access/parking rights in areas where these are subject to ROW.	Please see the NTA's response to Issue 10 in this report
NTA-C14-753	Increased noise pollution, I have lived on Douglas Road since 1997, I can no longer open windows at the front of my house since the development of the link road which has resulted in increased traffic pollution. The bus connects proposal for Douglas Road will in my opinion further increase this noise pollution.	Please see the NTA's response to Issue 5 in this report
NTA-C14-753	Access to home: Since 1997 safe and easy access to my home has decreased due to the development of the AIB bank. Safe and easy access will be in my opinion further decreased with the addition of dedicated cycle and bus lanes.	Please see the NTA's response to Issue 11 in this report
NTA-C14-753	Biodiversity: We need in this world of climate change to value and preserve established trees, old lime stone walls, biodiversity and nature. Preservation of character of Douglas Road its old walls and trees, the history going back to famine times binds our community. We are proud of our area and the uniqueness it offers. Douglas Road for walking, cycling or driving through is a place of calmness which comes from the beauty of its old trees and walls.	Please see the NTA's response to Issue 1 in this report
NTA-C14-753	I am not anti public transport, cycle routes. I frequently use both. The current Douglas Road bus service is excellent I never wait longer than 15 min for door-to-door bus service. The seasonal (School period), rush hour Maryborough Douglas Rd congestion is not such an issue that it warrants the extensive destruction of Douglas Road and its community. The new school development on Carraline Road may stabilize if not reduce the short period of busy traffic on Douglas Road.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-754	Maryborough Hill's population is set to grow significantly. No new buses are being implemented for this the bus frequency on Maryborough Hill is actually set to reduce, worse than it is currently. Closer to town the NTAs solution is 'magic paint' not dedicated lanes. There's no plan to enforce the magic paint. This will lead to worse outcomes. This capitulation is to appease the 'public' i.e. a minority of residents who 'aren't against public transport but not like this' are making the following types of absurd comments on their submissions:	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-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-754	Lives are at risk by building bus and cycle lanes There are only traffic issues at peak hours in the morning and afternoon Speed bumps will shake the foundations of their home There is a correlation between traffic lights and pollution	Please see the NTA's response to Issue 8 in this report
NTA-C14-754	Schools should be moved to address the traffic issues the lack of 'machine learning' to test routes on corridor I (there are only so many ways to get into the city) The 'heritage' of a road which is crammed with cars at peak hours People will be forced to take the bus due to the inconvenience of driving	Please see the NTA's response to Issue 4 in this report
NTA-C14-754	Cycling is a preserve of white men These people will never be happy and despite calls for 'more consultation', 'a better way', 'I'm not against public transport but' - it's all a smoke screen. The NTA should have the resolve to build their previous iteration of corridor I. If a signpost on the route was moved these people who probably band together for a judicial review, the NTA has to realise these people cannot be appeased and the previous iteration of corridor I should be the absolute minimum that is built. The NTA is required to consult with the public but unlike Cork City Council, it does not have to be beholden to 'tyranny by minority' or minority rule.	Noted.
NTA-C14-754	There are far, far more people who want and need good public transport than the very privileged few who live within a short walk of the city centre. These people aren't commenting with the same tenaciousness as the objectors, but the NTA must realise they are the real cohort who needs to be served - not those who will always be against change, and who are perfectly content in their prime locations. Otherwise, BusConnect will be a complete failure and the NTA will have squandered an opportunity and will condemn the city to gridlock for generations.	Please see the NTA's response to Issue 20 in this report
NTA-C14-761	Having studied your Bus Connects proposal for Cork and in particular for the area in which I reside i.e. Ballinlough / Douglas, I am both appalled and dismayed.If carried through, your proposal would divert already heavy vehicular traffic from the Douglas Road through densely populated residential areas i.e. the Ballinlough and Boreenmanagh Roads, Wallaces Avenue and adjacent roads and streets.	Please see the NTA's response to Issue 2 in this report
NTA-C14-761	Your zealous drive to force car users to switch to either public transport, cycle or foot appears to ignore the practical reality for many families with school-going children and those with children that attend multiple schools.These people need to be able to deliver their children safely to their various schools and to collect them afterwards within pre-set time-frames. It is manifestly unfeasible for them to do this via public transport, cycling or on foot.	Please see the NTA's response to Issue 4 in this report
NTA-C14-761	No information on your forum as to: What alternative bus routes have been considered. Whether consideration has been given to the provision of bus termini outside the city. Whether city-bound buses from outlying areas i.e. Carrigaline, Monkstown, Haulbowline, etc. could be channelled via the link roads thereby avoiding residential areas	Please see the NTA's response to Issue 12 in this report
NTA-C14-761	I suspect that none of the team that drafted these proposals has taken the time to attend and observe the current traffic flows on any of these routes at peak times i.e. during morning and evening rush hours and during the school runs. If they had, they would be aware that the Boreenmanagh Road and the South Link Road are already operating at capacity. Frequently, I find myself waiting through multiple cycles of the traffic lights at the junction of the Boreenmanagh Road / South Link Road, unable to proceed because of the nose to tail traffic heading city-wards on the South Link Road.	Please see the NTA's response to Issue 7 in this report
NTA-C14-761	The road chaos that ensues whenever blockages or accidents or routine maintenance causes closure of the Jack Lynch tunnel or any of the lanes of the South Link Road demonstrates the inability of these roads to cope with any more traffic. During these incidents, traffic is forced to divert onto the Douglas Road, Boreenmanagh Road, Ballinlough Road and South Douglas Road and the result is intolerable for the residents. The Bus Connects programme proposes to do exactly this i.e. to permanently divert all traffic onto these routes with the exception of the Douglas Road to which traffic will be denied access thereby increasing the pressure on the other routes.	Please see the NTA's response to Issue 2 in this report
NTA-C14-761	Your proposed widening of the Douglas Road and Boreenmanagh Road is short-sighted in the extreme. Widening roads that ultimately culminate in bottle-necks (i.e. at Bel Air on the Douglas Road and at the junction of Boreenmanagh and Old Blackrock Roads) is both futile and a disgraceful waste of precious tax-payer funds.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-761	In addition, such road widening would destroy the pleasant ambience and visual and civic amenity of one of the very few green thoroughfares that exist within Cork City i.e. the Douglas Road. It would instead turn the Douglas Road into a wide and unpleasant concrete motorway that would isolate residents from their neighbours on the opposite sides of the road and thereby destroy communities.	Please see the NTA's response to Issue 1 in this report
NTA-C14-763	If you are trying to encourage people on to public transport then please can we have more bus shelters and REAL TIME INFORMATION available at the stops and also accessible via the appropriate App.	Please see the NTA's response to Issue 15 in this report
NTA-C14-763	As has been pointed out by very many residents, school traffic is a major problem in the Douglas area - the provision of school buses in the morning and afternoon would be both a practical and environmentally friendly solution to address this.	Please see the NTA's response to Issue 4 in this report
NTA-C14-763	As a resident of the Cross Douglas Road I would suggest the removal of on-street parking on Cross Douglas Road. The number of cars currently parked on the road effectively makes Cross Douglas Road a single lane. The current proposals to redirect more traffic on to the South Douglas Road will exacerbate this situation and create a new bottleneck.	Please see the NTA's response to Issue 10 in this report
NTA-C14-764	The proposed layout at Well Road, Douglas Road & Douglas Village will cause a huge negative effect with lanes crossing, bus lanes going from left hand side to right hand side & cars & other users also. It will cause chaos. This will have a bad impact on my health & well being.	Please see the NTA's response to Issue 6 in this report
NTA-C14-764	I have lived between Maryborough Douglas & on Douglas road all my life - there is no need to destroy the beautiful trees & walls. This makes the Douglas Road & Maryborough Hill a beautiful area that I have always wanted to live in	Please see the NTA's response to Issue 1 in this report
NTA-C14-766	wouldn't having the Douglas Road one direction, and the South the other direction be something to trial first? The second lane could be a bus lane and perhaps also carpool lane for fuller cars. If you want to go all out, Douglas village could also be a one way loop. That involves substantially less works and if it fails after say a 2 month trial period, can be easily undone.	Please see the NTA's response to Issue 3 in this report
NTA-C14-766	I am very concerned by the plans to divert traffic down small side roads to the Ballinlough and Sth Douglas Rds to create bus gates on the Douglas Rd. Clearly substantial change is needed in the Douglas area, but I cannot see how this idea helps. Is it not merely moving the problem to two existing traffic black spots?	Please see the NTA's response to Issue 2 in this report
NTA-C14-766	it also seems that a proper school bus system would be a better first step. I have spent many mornings watching a full 206 bus sail past my stop, knowing that past Christ the King it would be empty again, and that I, and the others at all the following stops, will now be waiting and potentially being passed by several more buses.	Please see the NTA's response to Issue 4 in this report
NTA-C14-767	I seek the addition of toucan crossings around the roundabout at the top of Maryborough Hill. With the construction of the motorway and even with the acceptance of Bus Connects, traffic volumes and residential volumes are increasing here. Safe pedestrian crossings are vital. A bus shelter is needed for the bus stop headed towards Carrigaline also and with the bus stop headed towards the city. I know that stop is on the 2023 works programme but I reiterate the need for it to be done this summer. A yellow box needs to be installed outside the Broadale entrance.	Please see the NTA's response to Issue 9 in this report
NTA-C14-767	I believe elements of Bus Connects - multi-journey ticketing, shuttle loop routes, contactless ticketing and multi onboarding leap card points - should be front loaded as fast as possible on Cork routes to entice and encourage more passenger numbers for public transport.	Please see the NTA's response to Issue 15 in this report
NTA-C14-767	I also wish to highlight the work of the Labour Party nationally through our Transport Spokesperson Duncan Smith TD and Party Leader Ivana Bacik TD in advocating for a €9 monthly climate ticket. We had to think outside the box and draw people to public transport and cost is a crucial factor. I again seek for Cork to be used as a test bed for that Climate Ticket	Noted.
NTA-C14-767	I wish to seek further specific updates on a Cork Light Rail route and how that will incorporate with the transport corridors currently under consultation and the prospect of extended public bike scheme stations towards Blackrock Mahon Douglas Maryborough and Rochestown and how that will merge with the corridors. PeterHorganLabour area representative for Cork City South East	Noted.
NTA-C14-767	A crossing needs to be installed for the slip road, regardless of its closure with the construction of the motorway. Opposite the slip road there is no contingency for the fact that an access road to the motorway is being constructed. How will two way traffic engage with a cycle path as a n entrance exit-yield signs? Signalisation? Pedestrian crossing?	Please see the NTA's response to Issue 9 in this report
NTA-C14-767	The green area outside of the golf club should be retained for biodiversity	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C14-767	Without traffic data to underpin the reasoning of the removal of the roundabout, it is very difficult to answer the proposals outlined in this piece. Will signalisation improve traffic flows or hamper it? The Fingerpost is a historical part of Douglas and needs to be retained as such. Traffic flows on the Carrigaline road as one way needs to be published. Utilising that road as two way bus access rather than East Douglas Street would perhaps be a viewpoint to examine. I fully support the position of the Fingerpost Surgery in that the area identified in front is being constrained significantly by parking for elderly and vulnerable people using the Surgery. I would ask that especially the needs of older people and families with very young children attending GP services be taken into account as part of the submission and engagement made by the Fingerpost Surgery already.	Please see the NTA's response to Issue 7 in this report
NTA-C14-767	Impossible to view this issue without traffic data to support or refute proposals. Significant upgrade of Douglas Relief Road is needed if restricting access in the Village. Additional public bike scheme station required in this area. In favour of junction of South Ring road slipway upgrade for pedestrians and cyclists. Traffic data needed to support peak time bus gate proposal	Please see the NTA's response to Issue 7 in this report
NTA-C14-767	The Topographical Survey should have been completed pre this consultation stage. Without traffic data, impossible to know the benefits of the proposals on traffic for this area. More data needed.	Please see the NTA's response to Issue 7 in this report
NTA-C14-767	Costings needed on widening bridge. How will the parking at St Finbarr's Hospital be managed to deal with already overburdened parking system there.	Please see the NTA's response to Issue 10 in this report
NTA-C14-768	I am not supportive of several options chosen along STC I, in particular the destruction that will be caused along the Douglas Road by land acquisition and tree felling	Please see the NTA's response to Issue 13 in this report
NTA-C14-768	I don't see how removing many of the older trees along that road helps the environment nor why it is necessary to change the character of that road to achieve these transport objectives	Please see the NTA's response to Issue 1 in this report
NTA-C14-768	At most times of the day traffic flows smoothly along that road and there appears to be an adequate and timely bus service.. Secondly I would have concern that the proposed bus gate will divert morning traffic onto side roads and housing estates that were never designed for that volume. The overall proposal seems a bit like a sledgehammer to crack a nut.	Please see the NTA's response to Issue 2 in this report
NTA-C14-768	The presence of two schools -Eglantine National and Regina Mundi Secondary - along the Douglas Road has parents dropping kids off in the morning when this bus gate will operate. How is it proposed that these drop offs be made when the road is closed to vehicular traffic ?	Please see the NTA's response to Issue 4 in this report
NTA-C14-768	Traffic congestion, generally, on this corridor, is most acute at the Douglas Village intersections and the Well Road junction with traffic coming off the link road. This traffic will still enter this corridor in spite of any BusConnects proposals.	Please see the NTA's response to Issue 6 in this report
NTA-C14-769	The proposed changes to Maryborough Hill will change the beautiful characteristics of the hill. The bus corridor proposals for bus connect will operate efficiently with the existing layout on Maryborough Hill. We will lose the natural heritage and characteristics if you make these proposed changes. There are mature trees & stone walls - no need for these to be destroyed.	Please see the NTA's response to Issue 1 in this report
NTA-C14-771	The beautiful mature trees and centuries old stone walls should be protected because they are part of what makes Douglas Road to what it is, and it would be really hard to recreate it, not mentioning what it might feel like having big noisy buses driving right past your windows.	Please see the NTA's response to Issue 1 in this report
NTA-C14-771	Closing Douglas Road for other traffic than buses would have a huge negative effect on the neighbouring areas. The smaller (very narrow!) roads can't take the amount of traffic that would be redirected to them and increased traffic going through parks, where are our children going to play?	Please see the NTA's response to Issue 2 in this report
NTA-C14-771	I think this whole plan should be scrapped and better research is to be done before drawing up new plans. Like why not find out what's causing the problem before trying to fix it? Why is there a congestion in Douglas village? Can we do something to reduce school traffic etc? With current plans improvements are not very likely but the whole process will cause a lot of upset and damage that will be impossible to repair.	Please see the NTA's response to Issue 14 in this report
NTA-C14-776	Considerable flow of cars and bus commuter traffic comes from the Rochestown Rd and hinterland, yet there is no Rochestown to City route identified. Much of this traffic converges on Douglas where it merges with traffic from Maryborough and some Carrigaline traffic	Please see the NTA's response to Issue 2 in this report
NTA-C14-776	Why are these traffic streams not given prominence? What plans are there for this? All this traffic converging on Douglas adds to the congestion which makes Douglas a bottleneck. Douglas Road itself is not congested. What does affect incoming traffic from the east is Douglas bottleneck, which is compounded by school traffic.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-776	School traffic can only be resolved by a dedicated school bus service, which could typically replace 40 or 50 cars with one bus. For morning traffic it may not be easy to distinguish school traffic from other city bound traffic without an origin and destination study, which does not appear to have been carried out. But look at the volume of school generated traffic heading East to Douglas in the afternoon on a school day, it can be terrible, everyone trying to get through Douglas or to one of the Douglas supermarkets.No amount of road widening will solve the schools and Douglas bottleneck problem.	Please see the NTA's response to Issue 4 in this report
NTA-C14-779	There are better alternatives that don't involve the destruction of mature trees, private property and removal of the aesthetic beauty of the road. The chosen route has the most negative effect on the local environment and heritage and the proposal to replace this with concrete is unacceptable in the present climate crisis.	Please see the NTA's response to Issue 5 in this report
NTA-C14-779	NTA have not provided viable alternatives to access schools. Much of the morning traffic is school related with little during the school holidays. Widening the road does not solve the congestion in Douglas Village or make bus journey times significantly faster. There are greener and less expensive alternatives to improve public transport that do not involve road widening.	Please see the NTA's response to Issue 4 in this report
NTA-C14-785	These restrictions will drive the majority of motorist & commercial traffic (lorries & trucks) on to the residential housing estates surrounding this road. Most of these estates have 2 way traffic. Also, the majority of the houses on these estates have drives that access directly onto their roads so how can these residents access this traffic build-up as it has "right of way"	Please see the NTA's response to Issue 2 in this report
NTA-C14-785	The reduced parking on the Douglas Road will also encourage drivers to park anywhere on these side road.	Please see the NTA's response to Issue 10 in this report
NTA-C14-785	Your plans to widen traffic space on the main road (Douglas Road) by removing 100+ year old trees & walls /compulsory purchase front gardens/ turning attractive roadways into concrete jungles in order to put in cycle lanes in the name of speeding up bus journey times, are sacrificing a lot for a small gain	Please see the NTA's response to Issue 1 in this report
NTA-C14-785	cycle myself but my experience of cycle lanes to-date is that cars park regularly on them without penalty. I can't see this being dealt with in the future. I have seen this outside schools more then once.	Please see the NTA's response to Issue 8 in this report
NTA-C14-785	You're only relying on the goodness of drivers? They also need space on the road as the entrances to these houses can be very narrow. None of this as been addressed in your plans. You have only addressed the "main traffic" issue.	Please see the NTA's response to Issue 11 in this report
NTA-C14-786	Widening the Douglas road will not address car congestion in Douglas village where all the congestion occurs in the morning. This is mainly due to school traffic and no alternative to alleviate this has been considered. Approximately 6000 students travel into the Douglas area each day to attend school. Surely a school bus system would alleviate this, definitely cheaper than widening the Douglas Road.	Please see the NTA's response to Issue 4 in this report
NTA-C14-786	If the object of this plan is to get buses into town faster than it makes no sense to widen the Douglas road , the focus should be on how to reduce the bottle necks which are Douglas Village and the top of High street and Southern hill as far as St Finbarrs.	Please see the NTA's response to Issue 3 in this report
NTA-C14-790	I live near the Douglas Road and of course welcome improvements to bus and cycle routes. I have to oppose the destruction of old trees and heritage walls on environmental grounds and biodiversity damage.We need to be conserving these aspects of our environment, not destroying them.	Please see the NTA's response to Issue 1 in this report
NTA-C14-790	To permanently destroy trees and old walls without proof of it improving access to and from the city centre is unacceptable, in my opinion.	Please see the NTA's response to Issue 1 in this report
NTA-C14-790	Widening the Douglas Road would not solve the Douglas Village traffic or the school traffic.	Please see the NTA's response to Issue 4 in this report
NTA-C14-790	I would ask that a one-way system between Douglas Road and the South Douglas Road be looked at.	Please see the NTA's response to Issue 3 in this report
NTA-C14-790	Why not try some new bus and cycle lanes for a period of a year and see if it helps, before permanently destroying trees and walls?I am asking you to choose the most environmentally friendly and least destructive options.	Please see the NTA's response to Issue 3 in this report
NTA-C14-791	The proposal to knock walls and tree along the historic Douglas Road is not viable.Widening the road to suburban motorway level does nothing for the surrounding communities. Removing trees that are hundreds of years old to be replaced by concrete walls is not a step forward in terms of carbon capture and sequestering	Please see the NTA's response to Issue 1 in this report
NTA-C14-791	Moving all traffic from the road will create a series of rat runs around Douglas putting existing quiet estates in the cross hairs of speeding cars adding much danger the walk to school for children of the area.	Please see the NTA's response to Issue 17 in this report
NTA-C14-791	Parents are probably less likely to allow their children to walk to school when the bus corridor will make the area so much worse for traffic.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-794	I am utterly aghast at the insane plans to destroy the beautiful and historic Douglas Road for a scheme which will cause more problems than it solves. Why cut down mature trees which play an important role in absorbing carbon dioxide and cooling the city? It makes no sense. Ditto destroying mature gardens and beautiful characterful walls to be replaced by arid concrete.	Please see the NTA's response to Issue 1 in this report
NTA-C14-794	The traffic will use the narrow and unsuitable side roads in the many and various housing estates along the Douglas Road instead making it busy, dusty and dangerous for the many residents and so many school children in the numerous schools in the area.	Please see the NTA's response to Issue 2 in this report
NTA-C14-794	There must be greener and more workable alternatives available eg traffic calming devices, cheaper or free bus travel, school buses. Please stop this madness which will destroy the quality of life for so many people. It will achieve nothing but misery	Please see the NTA's response to Issue 3 in this report
NTA-C14-796	These are fantastic changes that will make transport far easier for people without cars, this will allow our most economically vulnerable people access to more opportunities and add more life to the city	Please see the NTA's response to Issue 20 in this report
NTA-C14-800	Map 15 /16 - Proposed new boundary on Maryborough Ridge Estate - The road was previously widened in late 2018 where we already lost all the mature hedgerow and trees , this was replaced with new hedging which is still only a meter tall. With the new proposal this would again be removed , and the 30+ residents at front of park will have lost 30-50% of their green between the 2 projects , at a minimum there should be a 6 foot wall erected on any new boundary for privacy and reduce noise impact on residents.	Please see the NTA's response to Issue 3 in this report
NTA-C14-800	Map section 16/17 Speeding is a huge issue on Maryborough Hill and huge threat to people walking /crossing , the speed limit is completely ignored. There should be provision in the plan for placement of a Garda spot for speed van /speed detection as deterrent.	Noted.
NTA-C14-809	Removing the Fingerpost Roundabout and replacing it with a new crossroad controlled by traffic lights would likely be a questionable decision due to several reasons: 1. Increased potential for accidents: The roundabout's circular design, which promotes a smooth flow of traffic and reduced conflict points, would be lost with a traditional crossroad controlled by traffic lights. The removal of the roundabout would introduce right-angle and high-speed T-bone collision risks, which are typically more severe and dangerous. Studies have consistently shown that roundabouts are safer than traditional crossroads in terms of reducing accidents, and replacing it with a crossroad would increase the potential for accidents. 2. Higher speeds and less predictability: Roundabouts naturally encourage slower speeds due to the curved entry and continuous flow of traffic. However, with a new crossroad and traffic lights, vehicles may be more likely to accelerate between light changes, potentially leading to higher speeds and reduced reaction times. The predictable nature of a roundabout would be replaced by the unpredictability of traffic light timings, increasing the risk of rear-end collisions or drivers running red lights. 3. Impaired visibility and sight lines: One of the advantages of roundabouts is their improved visibility for drivers. The circular design allows for clearer sight lines, making it easier for drivers to see approaching vehicles and pedestrians. By replacing the roundabout with a crossroad and traffic lights, there is a higher likelihood of obstructed sight lines due to larger signal poles or other infrastructure. This reduced visibility can lead to more accidents, especially if drivers are unable to see approaching vehicles or pedestrians in time. 4. Potential for traffic congestion: Roundabouts are known for their efficient traffic flow, as vehicles can enter and exit without coming to a complete stop in most cases. However, replacing the Fingerpost Roundabout with a traffic light-controlled crossroad could result in increased congestion. Traffic lights can create bottlenecks, especially during peak hours, leading to longer wait times and backups. The continuous flow of a roundabout would be disrupted, potentially causing delays and frustration for drivers. 5. Removal of traffic calming effect: Roundabouts naturally create a traffic calming effect due to their design and reduced speeds. This effect can improve overall road safety, especially for vulnerable road	Please see the NTA's response to Issue 1 in this report
NTA-C14-809	Removing the Fingerpost Roundabout and replacing it with a new crossroad controlled by traffic lights would likely be a questionable decision due to several reasons: 2. Higher speeds and less predictability: Roundabouts naturally encourage slower speeds due to the curved entry and continuous flow of traffic. However, with a new crossroad and traffic lights, vehicles may be more likely to accelerate between light changes, potentially leading to higher speeds and reduced reaction times. The predictable nature of a roundabout would be replaced by the unpredictability of traffic light timings, increasing the risk of rear-end collisions or drivers running red lights.	Please see the NTA's response to Issue 2 in this report
NTA-C14-814	We would like to object to the bus route with a stand alone bus lane on the Douglas road - this will consequently cause a traffic nightmare onto the south Douglas road. This is a major inconvenience to all residents in the area	Please see the NTA's response to Issue 2 in this report
NTA-C14-815	The bus routes do not cater for day to day journeys such as; school journeys, activity journeys (swimming pools, athletics training, scout training, speech and language etc.), grocery shopping, dental/GP appointments etc. Widening the Douglas Road will not address car congestion in Douglas Village. Most traffic in the morning is due to schools and these plans do not provide alternatives for parents.	Please see the NTA's response to Issue 22 in this report
NTA-C14-815	The bus gates will divert traffic onto side roads, one of which where we live. These are residential areas and the increase of traffic flow through our estate will greatly impact (i) the safety of our area, (ii) it will increase noise and air pollution to the area and (iii) lead to greater congestion in residential areas	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C14-815	Traffic surveys not carried out in advance, no root cause analysis regarding car induced demand in the area	Please see the NTA's response to Issue 7 in this report
NTA-C14-815	no efforts made to tackle school traffic, which is one of the root causes for traffic congestion in Douglas.	Please see the NTA's response to Issue 4 in this report
NTA-C14-815	Expressing concerns around impact on trees, greenspace and heritage. The NTA have done little more than to catalogue these concerns.	Please see the NTA's response to Issue 1 in this report
NTA-C14-815	Every other city in Europe is reallocating existing road space to public and active travel so I would question why in a climate emergency, we are insisting on pouring concrete and asphalt over limited green spaces, mature trees and old heritage walls. I believe the route taken has the most negative effect on the local environment and heritage. These changes are unnecessary and will be irreversible. There are much cheaper and greener alternative to improve public and active transport that do not involve road widening or tree loss on this road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-816	The ballinlough road is quintessentially the equivalent of a village street with 2 primary schools feeding into it. Increased traffic is not optimal for this road. And secondly the congestion on the well road already feeding into Douglas will be greatly increased if bus gates are implemented. These smaller roads off the main Douglas road were not made for increased traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C14-816	I would suggest as many others have previously to trial the bus gates and traffic calming, without the physical changes to the road and see if it greatly improves traffic. Let's see what the impact is on the side roads in the areas.	Please see the NTA's response to Issue 3 in this report
NTA-C14-816	Hi, I am against bus gates being used at Douglas village and near st.finbarrs hospital as the effect on traffic being diverted up the ballinlough road and the well road has not been investigated and laid out in the proposal.	Please see the NTA's response to Issue 2 in this report
NTA-C14-817	The personal impact to our property, parking, noise and light, air pollution & biodiversity is unacceptable. In particular the bus gate which would operate at Douglas road and well road junction ensures that the traffic will be diverted from the main road through our road and neighbourhood of Ballinlough	Please see the NTA's response to Issue 5 in this report
NTA-C14-817	We also live near to a number of local schools and this diverted traffic from the main road will cause chaos, no efforts have been made for integration or to tackle school traffic. No traffic surveys have been carried out in advance.	Please see the NTA's response to Issue 4 in this report
NTA-C14-817	We also have concerns around the impact on trees, green space and heritage.	Please see the NTA's response to Issue 1 in this report
NTA-C14-818	The personal impact to our property, parking, noise and light, air pollution & biodiversity is unacceptable.	Noted.
NTA-C14-818	the bus gate which would operate at Douglas road and well road junction ensures that the traffic will be diverted from the main road through our road and neighbourhood of Ballinlough.	Please see the NTA's response to Issue 6 in this report
NTA-C14-818	We also live near to a number of local schools and this diverted traffic from the main road will cause chaos, no efforts have been made for integration or to tackle school traffic.	Please see the NTA's response to Issue 4 in this report
NTA-C14-818	No traffic surveys have been carried out in advance.	Please see the NTA's response to Issue 7 in this report
NTA-C14-818	We also have concerns around the impact on trees, green space and heritage.	Please see the NTA's response to Issue 1 in this report
NTA-C14-819	Traffic management is an alternative that has not been mentioned .I use the Douglas road most mornings at peak times. The main causes for traffic delays are out of date traffic lights which are not synchronized with each junction and refuse lorries collecting and lorries delivering around 8am.	Noted.
NTA-C14-819	St. Finbarr's hospital which is now a HSE campus has approximately 1,500 vehicles entering and exiting through the main Douglas road .A second opening via the back Douglas road has to be a priority, which connects to the link road. This would reduce the volume of traffic at the biggest bottle neck on the main Douglas road.	Please see the NTA's response to Issue 3 in this report
NTA-C14-819	Has there been a traffic survey done which shows the time saved for the bus journey from the junction of the well road, to the junction of the southern road and the reverse journey, before and the expected time savings after the proposed plan, is the time saving enough to justify the bulldozers and huge costs.	Please see the NTA's response to Issue 7 in this report
NTA-C14-820	We love our community and will not stand idly by as our Environment and History are destroyed. We need to improve public transport in Cork (it is shocking) but this concrete debacle will do nothing to remedy this situation. This unprogressively backward step will destroy our environment, Culture and History	Please see the NTA's response to Issue 1 in this report
NTA-C14-820	To pretend that this is in any way a benefit or advantageous to the Environment is quite frankly insulting to my Daughter and the Beautiful Trees many hundreds of years old which line the streets. Ireland has destroyed so much of its history and environment, generations to come will look back and be very harsh on the perpetrators of this wanton destruction	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-820	Our quality of life will be affected as it will be for generations of Cork people, we will never get those trees or our lovely road back. Once gone it is gone forever.if this were a genuine well thought out plan, that adversely affected me but benefited the greater environment I would support it.	Please see the NTA's response to Issue 1 in this report
NTA-C14-820	The only major problems on this stretch of road comes from the Schools (dropping and collecting) and the junction when you hit Douglas. The school's traffic was not even a factor in the plan proposed, which is quite frankly mind boggling. You had one job! The second point is the Douglas junction (Well Road) which is not addressed and will still be the only snag point in this section of the road.	Please see the NTA's response to Issue 4 in this report
NTA-C14-825	There is no doubt that the main traffic issues in the affected area/s currently occur during school drop off and pick up times in the Ballinlough and Douglas Road areas during term time due to the number of schools located here. And yet no school transport system has been proposed or addressed in the plan.	Please see the NTA's response to Issue 4 in this report
NTA-C14-825	It is important to note that critical traffic issues do not exist outside the school pick up / drop off pain points twice a day or at all during school holidays. I have taken a bus via Douglas village twice a week for work over the past year travelling around 10 am , returning at 2 pm with buses running freely without impediment or issue. See photos below. The current plan does not even attempt to address the most specific critical issue of school traffic or propose functional alternatives which would significantly reduce all traffic related impact on travel times, options, community and environment. Photos below taken 10.23 - 35 am 18/05/23	Please see the NTA's response to Issue 15 in this report
NTA-C14-825	It should be noted that Douglas village represents an on-going traffic congestion pain point and has done so for many years – the current plan does not address this issue or take it into consideration which renders the current plan useless. The 'potential' reduction of bus travel time on this corridor from 17 minutes to 14 is both unquantifiable and negligible.	Please see the NTA's response to Issue 2 in this report
NTA-C14-825	I do not believe the plan effectively addresses the actual traffic issues currently experienced in the area nor does it make adequate provision to support the original policy with the provision of any additional supportive infrastructure such as Park N Ride facilities necessary to get cars off the road in the first place.	Please see the NTA's response to Issue 21 in this report
NTA-C14-825	In the proposal sections of the existing foot path, currently for pedestrian use only, will be merged and replaced by 'Shared Spaces' where pedestrians will be expected to share a physically unsegregated surface with cyclists - who currently use the road - as well as electric vehicles including electric bicycles and electric scooters. This egregious proposal poses a profound danger and safety risk to all pedestrians with an additional degree of danger for younger children, older people, disabled people, dog walkers and people with pushchairs.	Please see the NTA's response to Issue 8 in this report
NTA-C14-825	We are adamantly opposed to the removal of pavements & the introduction of dangerous 'Shared Spaces' on the Douglas road on behalf of all vulnerable pushchair & wheelchair user & pedestrians who will remain under constant risk from road traffic including cyclists and electronic powered vehicles travelling at speed in a range of sizes, power, speed & movement behaviour – without access to a safe segregated zone. The implementation of 'Shared Spaces' which proposes mixing vulnerable pedestrians with dangerous road vehicles (bicycles & electronic vehicles, bikes & scooters) means my children along with all other pedestrians will no longer be physically safe walking to Douglas and their current health, safety and freedom of movement will be severely limited and negatively impacted. As a non-driving pedestrian I am well aware of the dangers and risks posed to pedestrians by road traffic. I recently witnessed a teenage boy being hit by an electric bike , the impact was shocking, the heavy bike severely damaged and the boy concussed. I am adamantly opposed to the removal of pavements and the merging of vulnerable pedestrians with dangerous road traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-825	Improved footpath provision inc widening should be given meaningful and adequate consideration to safeguard & encourage pedestrians – an acknowledged part of the solution - the current plan does not assign adequate value on pedestrian welfare or their contribution to the overall policy objective.	Please see the NTA's response to Issue 9 in this report
NTA-C14-825	Under the current proposal car traffic will be re-directed off the Douglas Road at the busiest times of day (School drop off / Pick up). This huge volume of traffic , due to proposed bus gates & new one way systems, will disproportionately affect roads such as such Lake Lawn off the Well Road.	Please see the NTA's response to Issue 4 in this report
NTA-C14-825	These streets are in our residential areas which are not designed for any degree of heavy traffic and will be disproportionately affected due to the number of schools in the vicinity at peak traffic school times making it impossible for our local residents to move freely at the busiest time of the day whether travelling by car or on foot. This will have an obvious knock on effect forcing the build-up of heavy traffic into our residential areas & exponentially impact the safety, wellbeing and movement of our affected local communities from Douglas – Ballinlough – Boreenmanna Road – the city	Please see the NTA's response to Issue 4 in this report
NTA-C14-825	The Douglas Road is a unique and historic part of Cork City. It's importance & value cannot be underestimated in terms of historic heritage and vital bio – diversity.We do not support the wanton destruction of boundary walls & the devastating proposal to rip out huge numbers of mature trees (some dating back as early as 1720 but possibly before) along with the devastation of precious & crucial local wildlife, flora & fauna.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-825	We do not support the destructive acts above in terms of the resulting noise, air & light pollution as we know these actions will be detrimental to the local and surrounding community's health & well being especially in the context of an acknowledged global climate emergency. Once lost the historic landmark structures, trees & biodiversity can never be replaced.	Please see the NTA's response to Issue 5 in this report
NTA-C14-825	We have severe misgivings about the NTA with respect to the following: Lack of communication with affected communities re affects/outcomes The circulation of NTA materials / maps that are not accurate or to scale Out of date maps circulated by NTA Lack of any root cause analysis by the NTA Lack of School transport system alternative in NTA plan Lack of any meaningful discourse by NTA with the affected communities	Please see the NTA's response to Issue 12 in this report
NTA-C14-835	Traffic delays are caused by the horrendous bottleneck that is Douglas Village. Your proposal would create the perfect environment for more traffic and faster traffic on the road. And during commute times, your proposal would send increased traffic down every street off the Douglas Road and terrible traffic congestion on the South Douglas Road and the Ballinlough Road	Please see the NTA's response to Issue 2 in this report
NTA-C14-835	Your proposals would remove the trees and the limestone walls on the Douglas Road that my house looks onto, this would be a detrimental impact to me, my neighbours and everyone that travels the Douglas Road. The carbon sequestering properties of mature trees cannot be replaced by new trees for generations if at all. In addition to the hugely important role these trees provide in mitigating the effects of air pollution in urban areas, trees of this age have a unique visual appeal. They provide shading and decrease light and noise pollution benefitting all residents in the locality and those that enjoy walking on the road. Removal of trees effects drainage in the region, which taken together with an increase in concrete footprint will increase the risk of flooding. Removal of trees will also decrease shading and increase the temperature in the area.	Please see the NTA's response to Issue 1 in this report
NTA-C14-835	it would appear from your designs that it is your intention to remove the turning circle at the top of Whitethorn in favour of a footpath – the turning circle provides cars with an option to access the Cross Douglas Road where there is no right turn from the Douglas Road heading east – cars turning at the Whitethorn circle can head west and access the Cross Douglas Road with a left turn. The turning circle, more importantly from my perspective, provides a pull-in to allow cars to pass so that I and my neighbours on the south side of the Douglas Road can have the time to reverse into our driveways.	Please see the NTA's response to Issue 2 in this report
NTA-C14-840	We do not support the plans for road widening and are absolutely opposed to plans for the destruction of the local environment, built heritage, sense of community and people's quality of life, which the plans for the Douglas Road, in particular our immediate locality, as one of the narrower sections of the road, and therefore still heavily impacted, are.	Noted.
NTA-C14-840	The proposals for STC I will have a significant negative impact on our residential amenity, which is unacceptable. The protection of residential amenity is enshrined in the Development Plan and all policies for new developments caution the need to avoid impact on residential amenity. The proposals for Douglas Road do not protect our residential amenity, in fact, they will have a detrimental impact on our amenity and are therefore contrary to the ZO 1 zoning objective.	Please see the NTA's response to Issue 1 in this report
NTA-C14-840	Several residents in our Residents' Group face potential future land acquisition. Residents not directly threatened with land acquisition are understandably very concerned about the implications for them too, such as the construction process, risk of subsidence, sinkholes, and flooding.	Please see the NTA's response to Issue 13 in this report
NTA-C14-840	In the wider area, there are many residents who will lose their parking, which will obviously have a detrimental impact on their day-to-day lives. The traffic diversions proposed will likely have knock-on effects on some of the side roads in the absence of a properly considered school transport system.	Please see the NTA's response to Issue 1 in this report
NTA-C14-840	We are supportive of electric buses, park + ride, car-pooling, cashless fares and revamped fare and ticketing systems. We are supportive of working with existing road infrastructure to achieve more reliable bus times in rush hour eg. via traffic measures and enforcement, well-planned bus gates at rush hour, car-pooling, school buses, one-way systems, repurposing of existing road space etc. . We believe that a park and ride analysis and traffic plan are pre-requisites to closing public consultation and therefore request a third round of pubic consultation to ensure that these are incorporated and that reasonable alternatives are given due consideration.	Please see the NTA's response to Issue 21 in this report
NTA-C14-845	The new Emerging Preferred Route on the Douglas Road has not been changed in any real significant way by the NTA. Its impact on us and the residents of the Douglas Road , if implemented in its new format will have a detrimental effect on all our lives.	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C14-852	<p>In recent years planning authorities have drawn attention to applications for house refurbishments or rebuilds in the area to the Cork Development Plan and the detrimental impact of removal of front garden walls and railings to the character and appearance of roads. The preferred option, Option 10, is the least environmentally friendly option of the 10 routes analysed by Barry transport and one of the most expensive. The revised draft plans issued in this phase remain environmentally damaging. It destroys local biodiversity and 200-year-old historic stone walls and will cut the greatest number of mature trees, whose temperature regulation and carbon sequestering properties are irreplaceable. Objective 6.5 of the Development Plan seeks to protect and enhance the City's existing trees and supports the retention of existing trees. Pouring concrete over green spaces, when most other cities in Europe are creating green corridors is not legitimate public expenditure and is not supported by objective 6.5 of the Development Plan. Section 11.139 of the Development Plan requires infill developments to adopt typical features such as boundary walls, pillars, and gates.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C14-852	<p>The route chosen by the published MCA analysis from Barry Transport, route 10, is the most environmentally destructive with the most significant impact on biodiversity, which is unacceptable given one of the core underpinning policies of the BusConnects Plan is the Climate Action Plan. The Douglas Road is one of the last mature green routes in urban Cork and ought to be celebrated and protected for this reason.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C14-852	<p>The revised plans propose a shared surface for pedestrian foot traffic and cyclist along a significant portion of the route. This creates conflict and safety concerns between pedestrians and cyclists. It results in footpath provisions that are below the minimum acceptable standard for disabled road users and is in breach of both the national DMURS recommendations and EU directives.</p>	Please see the NTA's response to Issue 8 in this report
NTA-C14-854	<p>The Douglas Rd and South Douglas Rd run more or less in parallel. Make one of them inbound and the other outbound rather than the planned pointless destruction of the Douglas Rd. The bus gate will just divert traffic down the Well Rd which isn't suitable. Removing mature trees for no clear purpose makes no sense.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C14-854	<p>Removal of 117 car parking spaces. Is there alternate car parking provided for those displaced - including access to businesses?</p>	Please see the NTA's response to Issue 10 in this report
NTA-C14-854	<p>Traffic in Douglas village is already a disaster. I see nothing in this proposed plan what will make the situation better (even if only for bus users at the expense of all other road users) and plenty that could make it even worse.</p> <p>There are now 4 supermarkets and 2 shopping centres with free parking in Douglas village, with apparently planning for a LIDL also in the works. Whoever is planning those needs to talk to whoever is planning to make Douglas village bus friendly and car hostile.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C14-855	<p>Belvedere Lawn/Clermont Avenue/Trabeg Avenue/Mahon Avenue have particular features which must be considered when considering traffic changes.</p>	Please see the NTA's response to Issue 17 in this report
NTA-C14-855	<p>The proposal to change the traffic flow on Clermont Avenue will as a result direct traffic from Clermont Avenue on to the Douglas Road in front of the bus gate to be established at the junction of the Well Road and Douglas Road.</p> <p>This will inevitably cause a delay for buses and will divert traffic back on to the Douglas Road when the objective of the Bus Gate was to reduce traffic on the Douglas Road and speed up transit times for buses. It cannot be logical to do this as the decision to reverse the traffic flow on Clermont and allow it to drive on to the Douglas Road is not compatible with the logic and rationale of a Bus Gate. Residents would prefer that Clermont Avenue would remain as it is. This would yield the benefit of allowing access to Douglas Community School from two directions i.e. from the Main Douglas Road if you are travelling from the Ballinlough side as many students do and it would allow access from Belvedere Lawn and South Douglas Road as is currently the case. If all traffic for the school has to come via South Douglas Road and Belvedere Lawn and Mahon Avenue it will cause massive congestion at the junction of Belvedere Lawn and Mahon Avenue. In addition it will lead to a massive increase in traffic going back on to the Douglas Road and will delay buses and bus transit times.</p> <p>There will be an increase in traffic volumes through Belvedere Lawn as traffic that cannot travel towards the city from Douglas Village direction will have to use the South Douglas Road. As Belvedere Lawn is the first way that you can move from the South Douglas Road to the Douglas Road drivers will use this in increasing numbers to access Ballinlough Schools St Anthony's Boys NS and Our Lady of Lourdes Girls NS. Large numbers of students from Rochestown and the wider Douglas Area attend Regina Mundi Secondary School and Eglantine Girls National School(both located close to the Main Douglas Road and within 1 kilometre of Belvedere Lawn.) Much of this traffic currently uses the Main Douglas Road. This will not now be possible in the morning so all vehicles wishing to access those schools will have to traverse Belvedere Lawn or Clermont Avenue (if the traffic flow is reversed as is planned.) There are alternative routes available and residents believe that traffic lights with a short interval should be installed at the top of Belvedere Lawn to deter the use of Belvedere Lawn as a 'rat run'.</p>	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-855	Belvedere Lawn and Mahon Avenue and Trabeg Avenue and Clermont were built around 1948 and are built in a known subsidence area. This fact is recognised by the insurance companies who refuse to insure for subsidence. If traffic volumes explode as more traffic is forced through this residential area including HGVs at peak times residents are concerned with the potential damage to properties. Residents would favour increased traffic calming measures to reduce speeds through the area in the interest of health and safety and possibly reducing the noise and vibrations of heavy vehicles. Electric vehicles are significantly heavier than conventional vehicles and as these grow in popularity the impact on roads will inevitably be even heavier. (They are currently 30 per cent heavier than conventional vehicles.)	Please see the NTA's response to Issue 16 in this report
NTA-C14-855	Two separate medical facilities at the top of Belvedere Lawn with 6 parking spaces for one and 7 parking spaces for the other(there are an additional 3 commercial units including a pharmacy and barbers which share these 7 spaces.)Belvedere Dental Care and the Celeste Medical Clinic in Belvedere Court.MycorkGP.ie which shows a staff of 21 including 4 Doctors. Apartments above the Medical Practices in Belvedere Court. Two schools in Clermont Avenue within 60 metres of each other . Tir na Nog a thriving and very busy Montessori School which is incredibly busy with parking as very young children are dropped and collected by parents who are often carrying and minding even younger siblings. Douglas Community School has approximately 600 students with about 35 teaching staff and Special Needs Assistants as well as other staff – all of whom enter from Clermont Avenue if driving. Parents frequently drop directly to the school particularly due to inclement weather conditions. NEW YORK NAILS is a very busy Nail Bar with difficult access to a few parking spaces beside it. Patrons due to the difficulty in parking next to the property frequently park on Belvedere Lawn and Mahon Avenue. The nail bar is attached to a rented property which has a number of residents and one parking space. The remaining vehicles park on Belvedere Lawn and Mahon Avenue. Directly adjacent to Belvedere Lawn are Clermont Cottages (13 in number). Many of these are rented and have multiple residents. There are no parking spaces for residents of Clermont Cottages. The residents park on Belvedere Lawn and Mahon Avenue. In addition, beyond Clermont Cottages is Clermont Terrace with only 3 parking spaces. Again, these cars are parked on Belvedere Lawn and Mahon Avenue. Directly opposite the entrance to Belvedere Lawn at the South Douglas Road side is O'Sullivan's Pharmacy and a very busy GP Practice. Again there are few parking spaces with further parking on Belvedere Lawn and Mahon Avenue. Residents currently have difficulty in accessing their homes due to illegal parking. Residents would request that double yellow lines removed when the road was resurfaced would be reinstated. In addition residents would request that enforcement would take place regularly as there are a mixture of young families and elderly residents who are unable to use footpaths and are at risk having to walk on the busy road. If the proposed changes take place there will be even greater risk to pedestrians from increased traffic volumes.	Please see the NTA's response to Issue 10 in this report
NTA-C14-855	Could Mahon Avenue and Clermont Avenue and Trabeg Avenue be given 'quiet road treatment'? Colaiste Christ Ri on Capwell Road or Capwell Avenue is to be given 'quiet road' treatment. How did they qualify for that and why would Clermont Avenue not qualify-both have Secondary Schools? How did Rosebank qualify for quiet road treatment?	Please see the NTA's response to Issue 3 in this report
NTA-C14-855	Was any consideration given to putting bollards half way up Belvedere Lawn(between Trabeg Avenue and Mahon Avenue) -it would then not be possible to drive directly up Belvedere Lawn to the Douglas Road. Residents on the South Douglas Road end could enter via Clermont Avenue from the Main Douglas Road and transit across Trabeg Avenue. Residents at the top of Belvedere Lawn could enter from Clermont Avenue or come up Belvedere Lawn across Trabeg Avenue and Mahon Avenue.	Please see the NTA's response to Issue 2 in this report
NTA-C14-855	The points above hopefully provide a basis for some conversation and analysis. It would be very valuable if residents were facilitated to meet with one of the engineers in Cork to come on site at peak hours to observe the real world situation. A conversation or Zoom meeting with NTA would of course be valuable but there can be no substitute for onsite observations.	Please see the NTA's response to Issue 12 in this report
NTA-C14-858	From what I have seen affected local residents on Douglas Road have received letters from the NTA but those slightly off the road have not. So, a lot of people are in the dark, both who live on the road and those who use the road. The NTA animations that have been created do not tell the full story of the destruction in particular of historic walls and trees. The same animations also do not tell the full story for houses affected on Maryborough Hill.	Please see the NTA's response to Issue 12 in this report
NTA-C14-858	Despite a series of alternatives being put forward by resident groups, very little change has been made to the initial emerging proposals from the NTA on the physical changes to the Douglas Road roadscape – which includes compulsory purchase orders, culling of front garden biodiversities and the reconstruction of nineteenth century stone walls. To me as a Cork heritage promoter the reconstruction of built and environmental heritage is high end heritage vandalism.	Please see the NTA's response to Issue 1 in this report
NTA-C14-858	The bus gate concept also needs actual traffic data as traffic will be re-routed into the heart of areas such as Well Road and Ballinlough at peak times, and access to schools on Douglas Road could be non existent. Many local people are very worried about what might happen when it comes to the re-routing of traffic and have many questions. In addition much work is needed with Douglas Village residents who also remain concerned about the impact of the Bus Corridor on Douglas Village.	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C14-860	<p>Our group represents residents of the Douglas Road and surrounding neighbourhood for the proposed Bus Connects Cork Sustainable Transport Corridor Route I and the following presents our review of the revised design as presented by the NTA for the second stage public consultation. The residents of Douglas Road, the cul-de-sacs, interconnecting residential estates and roads, the residents of Ballinlough Road and the South Douglas Road are a community and demand that the NTA treat their area as a neighbourhood rather than a commuter thoroughfare. Having reviewed the latest proposals, we are not satisfied that our concerns have been addressed or that any alternative suggestions have been sufficiently considered, moreover they have been actively dismissed or ignored.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-860	<p>The area in which we live is zoned ZO 1 Sustainable Residential Neighbourhoods in the City Development Plan. Section ZO 1.1 of the Development Plan states that the provision and protection of residential uses and residential amenity is a central objective of this zoning objective. The proposals for STC I will have a significant negative impact on our residential amenity, which is unacceptable. The protection of residential amenity is enshrined in the City Development Plan and all policies for new developments caution the need to avoid impact on residential amenity. The proposals for Douglas Road do not protect our residential amenity, in fact, they will have a detrimental impact on our amenity and are therefore contrary to the ZO 1 zoning objective.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C14-860	<p>Douglas is amongst Cork's most historic suburbs, with land transactions dating to 1207. By the 18th century, Douglas had become the heart of industrial Cork with many merchant historic houses and their demesnes, still in existence today, emerging on the Douglas road eg. Villa Nova, Knockrea House, Woollhara House, Ballincurrig Villa. They have ornate decorative architectural features within and outside their properties, such as landscaped gardens, walls and gateways. This means that many boundary walls in this locality date back to the original historic houses of the 19th Century. By the early 20th Century, families started to line the route with new homes, some detached, semi-detached and terraced, forming a core part of the historic and current landscape eg. Eldred Terrace, Ilfracombe. Individual sites from larger homes such as Villa Nova and Knockrea House emerged in the 1920s. Strong suburban growth began in the middle of the twentieth century with the development of new housing estates eg. Knockrea Park and Bellair. In recent years planning authorities have drawn attention to applications for house refurbishments or rebuilds in the area to the Cork Development Plan and the detrimental impact of removal of front garden walls and railings to the character and appearance of roads. Section 11.139 of the Development Plan requires infill developments to adopt typical features such as boundary walls, pillars, and gates.</p> <p>The draft City Development Plan, 2022-2028, was adopted at Council meetings in June 2022. As part of the vision for the development of the City the Council state the following in their plan:</p> <ul style="list-style-type: none"> • To ensure that elements of archaeological, architectural and other cultural significance are identified, retained and interpreted wherever possible • To ensure that development reflects and is sensitive to the historical importance and character of the city, in particular the street layout and pattern, plot sizes, building heights and scales <p>Under this remit they have affirmed their dedication to upholding Irish and EU statutory regulations and policies including the Planning and Development Act, 2000, as amended; The National Monuments Acts 1930-2004, as amended.; The Convention of the Protection of the Architectural Heritage of Europe, 1985 – the Granada Convention; The European Convention on the Protection of the Archaeological Heritage 1992 – the Valletta Convention; European Landscape Convention, 2000 –</p>	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-860	<p>The key facts table states that the approximate number of roadside trees that may be removed is 57. This is a gross underestimate. A survey of the trees, hedges and herbs along the proposed bus corridor conducted by a Horticulturist on the road has counted potentially substantially more mature trees between the Bellair junction and Reeveswood that could be impacted. This includes rare native species such as native Ash, the last remaining Ash trees free of dieback disease, and a very rare Ferned Leaf Beech tree dating to 1780. The Douglas Road, due to its historical background described above, has an abundance of mature trees at the boundary of several properties. The carbon sequestering properties of mature trees cannot be replaced by new trees for generations if at all. In addition to the hugely important role these trees provide in cleaning the air that we breathe, trees of this age have a unique visual appeal. They provide shading and decrease light pollution benefitting all residents in the locality and those that enjoy walking on the road. These trees also play an important role in local climate regulation and temperature regulation, providing a cooling effect locally. Replacing these trees with concrete and man-made road surfaces will directly contribute to local warming effects and the carbon footprint. An examination of the Douglas Road in the National Biodiversity database demonstrates 531 individual plant, insect, bird and animal species that reside along the road from Douglas Village to the Southern Road, of which 63 are protected either under the wildlife act or EU protected species directives. The Douglas Biodiversity Action Plan outlines the unique habitat provided by the old stone walls that line the area, providing secure habitat for a range of plant, insect and animal life in the region including nesting birds and bats.</p> <p>Due to the elevated nature of the Northern side of the Douglas Road, it will not be possible to retain and incorporate the older trees as part of road design without undermining and destroying their route structure. Any road widening in these sensitive areas, especially from Ardfallen to St. Finbarr's will have catastrophic local environmental impacts.</p> <p>We believe the route chosen fails Strategic Environment Analysis criteria SEO L1, SEO S1, SEO B1, SEO B2, and SEO B3 for its adverse impact on landscape, soil, biodiversity, flora and fauna.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C14-860	<p>Access to nature has a recognized positive impact on mental health and wellbeing, the importance of which after a 2-year pandemic, most people are more aware of. Social connection is another. The proposed changes do nothing to promote a sense of community and easy access to neighbours and social interactions. Noise, light and air pollution are all known contributors to poorer Health and Wellbeing. The WHO state that sustained exposure to greater 50dB is detrimental to human health. This plan will bring private vehicle and delivery truck/HGVs at least 4meters closer to homes, increasing their noise pollution until the internal combustion engine is fully phased out. Small particle air pollution, especially NoX gas exposure results in serious health consequences including chronic respiratory illness, circulatory and cardiac disease, and dementia. Any road expansion project that results in general traffic being closer to residents will cause all of these to increase. A lengthy construction period following a lengthy legal process will cause enormous stress to residents.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C14-860	<p>On a practical basis for cyclists, with several hundred homes opening onto the Douglas Road, there will be a continuous sequence of rises and dips along the shared surface for driveway access. Access and egress issues crossing shared surfaces will not only affect the safety of residents, cyclists and pedestrians, but also effect stress levels and quality of life for residents</p> <p>Traffic calming measures along narrow sections of the entire road with a raised shared road space for vehicles and bicycles travelling under 30km/hr along the short 50m to 300m narrowed sections of the Douglas Road would effectively address any safety concerns for cyclists and prevent road widening with the ensuing environmental impact. There could be a continuous 1.8 m footpath on the North side of the road, a 6.0m two-way carriageway for buses and cars and a varying width rubbing strip/footpath on the southern side where space allows. On wider sections of existing Douglas Road segregated cycle lanes could be used in both directions. The carriageway at these narrower sections could be a raised section of the road to emphasise the reduced speed in this section. We believe that the boundary walls and the local environment can be protected via such simple measures. .</p>	Please see the NTA's response to Issue 8 in this report
NTA-C14-860	<p>There are unintended consequences of the traffic restrictions to through traffic on smaller side roads and housing estates between the Ballinlough Road, Douglas Road and South Douglas Road which will create rat runs, causing more air and noise pollution on these roads and posing road safety concerns. The traffic diversions proposed will likely have significant unintended consequences/knock-on effects on some of the side roads in the absence of a properly considered school transport system and traffic calming measures on these roads.</p>	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-860	<p>There has been a failure to engage with the 6 primary and post primary schools around the Douglas Road area- there is no school transport plan, removal of on street drop off zones, and a failure to grasp important safety concerns regarding traffic flow around school zones- diverting traffic onto the Well Road and recirculation onto Ballinlough road is one example.</p> <p>Our infrastructure and daily amenities are designed in such a way that travelling by car is the most attractive and efficient option for most adults and the safest one for children. In order to flip the basin of car induced demand in this country, the gap in attractiveness between sustainable modes of transport and car use needs to reverse or narrow to the extent that current car users move to sustainable or active transport. Reducing space for cars is as important as improving public transport. In theory, the bus gates ought to help with this, but without adequate oversight and the provision of a reasonable alternative for school children, we don't see a significant reduction in school drops in the morning. We don't see parents letting their children cycle down Maryborough Hill, Carrs Hill or Clarkes Hill and down the Douglas Road alongside the buses with heavy schoolbags on their backs, and we don't see primary school children taking the public bus and walking. Given the dispersion of the major employers throughout Cork, many parents dropping school children do not necessarily travel on into the city centre, so it is unlikely that a significant proportion of families from the outer suburbs, who commute to the local schools will now switch to the unidentified park and ride, hop on the bus with their children, hop off on the Douglas Road, walk to the schools, walk back to the bus and continue into the city to reach their workplace.</p>	Please see the NTA's response to Issue 4 in this report
NTA-C14-860	<p>There are flooding risks already along the route, especially given the Southern side is lower than the Northern Side and further widening will exacerbate this. The increased risk of subsidence and sinkholes in the area from the construction process will add to stress along with the devaluation of property for all residents living on the road. There are residents who will struggle to sell their homes for the duration of this process.</p>	Please see the NTA's response to Issue 16 in this report
NTA-C14-860	<p>We have a problem with a public service body tasked with sustainable transport that does not do a root cause analysis of congestion to inform their plans, that is not interested in where cars travel from and to in the region and does not appear to see school transportation as within their remit in their planning. This is neither people focussed mobility nor better integrated mobility as defined by the National Sustainable Mobility Policy.</p> <p>No traffic counts or origin/destination studies have been performed No traffic surveys have been performed No environmental impact analysis has been performed No tree survey has been performed No topographical survey has been performed No noise, vibration, light, or air pollution analysis has been performed No costings have been performed beyond indicative costings No subsidence or flooding analysis has been performed No analysis of impact on commuter traffic via new M28 has been performed No analysis of the impact of the pandemic on work patterns has been performed No school transport planning/school consultation has been performed</p>	Please see the NTA's response to Issue 7 in this report
NTA-C14-860	<p>We also do not understand why adequate Park and Ride facilities are not constructed first at key sites served by the proposed corridor- this would immediately provide car users with a public transport alternative and reduce car traffic volumes. If this was performed in conjunction with a trial of bus gates along the route, it may already deliver a substantial amount of journey time improvements and reliability without any physical infrastructure change.</p>	Please see the NTA's response to Issue 21 in this report
NTA-C14-860	<p>Congestion in Douglas Village can also be an issue at times and the signalised junction at Douglas Shopping Centre needs to have a system in place to ensure bus priority over cars in both directions or the entire plan will fail.</p> <p>The congestion responsible for journey time delays is in Douglas Village and very occasionally accessing the City at peak times. The introduction of bus gates should further decrease car traffic along the Douglas Road. However, there are multiple opportunities using side roads for car traffic to bypass the bus gates and negate their effectiveness. Furthermore, these side roads and other roads in the area, namely Ballinlough Road and South Douglas Road, are not designed to accommodate higher traffic volumes and traffic speeds.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C14-860	<p>Several residents in our Residents' Group face potential future land acquisition. Residents not directly threatened with land acquisition are understandably very concerned about the implications for them too, such as the construction process, risk of subsidence, sinkholes, and flooding.</p>	Please see the NTA's response to Issue 13 in this report

Reference	Statement	NTA Response
NTA-C14-860	<p>In the wider area, there are many residents who will lose their parking, which will obviously have a detrimental impact on their day-to-day lives.</p> <p>We refer you to the recent submission from residents living at Beechwood-Belwood Grove-St.Finbarr's submitted independently to the NTA(Communication Belwood Grove Residents Association to the NTA) which clearly highlights the issues for residents losing on-street parking and outlines potential solutions. For residents along this section of the road, there has been removal of on-street parking with no adequate provision of alternatives. This is in conflict with good urban road design recommendations. On the draft revisions, only one single handicapped parking space is provided for the entire length of the road and the current draft revisions fail to provide 1:1 reallocation of on-street parking for affected residents at these locations nearby their principal private home amenity. Furthermore, there is failure to provide segregated off road service/delivery bays. The residents in this section of the road require significant further revisions to adequately address their concerns.</p>	Please see the NTA's response to Issue 10 in this report
NTA-C14-860	<p>Proper consideration of potential alternatives Traffic calming and speed control zones on Douglas Road to avoid road widening. Douglas village congestion and Bus Priority through the area from the Fingerpost to Douglas Road School transportation planning Traffic calming and speed restrictions on side roads and Ballinlough Road Onstreet parking reallocation on a 1:1 basis for residents affected by parking loss</p> <p>improvements in pavement and road surfaces and widening of pavements, but only where space allows. However, we remain opposed to any destruction of historic walls, local environment, and land acquisition and will continue our efforts to oppose these plans via whatever legal means are available. We would of course prefer to avoid that and ask once again that the destructive elements of the plans are removed.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C14-860	<p>Our primary recommendations are that you either develop a design that incorporates features that we have already discussed with you that involve no road widening, including those outlined above and below, or drop this proposal altogether. Features that you have already included in other roads in other cities (such as Nutley Lane in Dublin) including multiple single footpath sections and pelican crossings, narrower footpaths, acceptance of pinch points in the road using traffic calmed speed controlled zones etc. could be included. The adaptation of such features on the Douglas Road will eliminate the proposed destruction of large sections of our built and growing heritage and environment.</p>	Please see the NTA's response to Issue 9 in this report
NTA-C14-860	<p>Our preference would be for a fully developed one-way system for all forms of transport bar pedestrians shared with the South Douglas Road, with kerb segregated wide cycling lanes with space for e-bikes and scooters. In wider sections of the road there would be footpaths on both sides with a separate bus lane and car lane. At narrower sections, footpath provision of 1.8m on one side with toucan crossings, varying footpath provision on opposite side depending on road dimensions, signalized bus priority traffic lights for a single lane for shared bus and cars, and similar configuration on the South Douglas Road (road allocation away from cars as per OECD). No road widening whatsoever, regreening of liberated space, a fully accessible transportation system for schools, mainstreaming of on-demand services. Centres at Ardfallen, Tesco express, the old Nemo site with shared active and micro-mobility services onsite. Cycle lanes through St Finbarrs and the old Nemo site.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C14-860	<p>Unintended consequences of Bus Gates on Douglas Road create car traffic diversions onto smaller residential roads and roads such as Ballinlough Road. There will also be higher traffic volumes on South Douglas Road. The NTA need to introduce traffic calming and speed control zones "Low Traffic Neighbourhoods" in these areas as part of this plan or else it makes the entire area less safe for pedestrians and cyclists Location of the Bus Gates need to be review- the outbound Bus gate should be located at the bottom of Southern Road- bringing car traffic up to St Finbarr's will create bus journey delays due to car traffic having to turn around at this location during Bus gate operation. Alternative access to St. Finbarr's can be created off the South Douglas Road instead. The inbound bus gate at Well Road junction will create significant traffic volumes and redistribution onto Ballinlough Road and smaller estates and ultimately defeat the purpose of the bus gates- in my opinion this inbound bus gate should be located on Douglas Relief Road. Engagement with residents in High street and Capwell road over closure of junction with Douglas Road and its implications for their daily life. Meaningful engagement with residents who will lose on-street parking- there needs to be appropriately located 1:1 reallocation for these individuals as they have no alternative currently proposed. The lane allocation underneath the N40 flyover at Douglas Road/Well road needs to be re-examined- Outbound Bus traffic has to move across car traffic from left l</p>	Please see the NTA's response to Issue 3 in this report
NTA-C14-861	<p>Plan will cause unnecessary construction disruption when alternatives to road widening etc. have not been considered, these less dramatic and impactful alternatives could be implemented on a trial basis before carrying out major construction work</p>	Please see the NTA's response to Issue 18 in this report
NTA-C14-861	<p>It will negatively impact residents as a result of higher volumes of traffic accessing roads in parks adjoining the Douglas Road which heretofore have had light traffic as a mitigation for motorists who will no longer be able to traverse the Douglas Road due to the proposed bus gates.</p>	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-861	There will be increased air pollution due to the construction process and there will be long-term damage to biodiversity along the route due to the destruction and removal of the established greenery along the route.	Please see the NTA's response to Issue 5 in this report
NTA-C14-861	The mature and attractive visual landscape will be lost for the residents and road users for generations to come. There are a number of protected structures on the road and the plan does not seem to have much regard for these circa 50 structures on the National Monuments Archive or the historic stone wall boundaries.	Please see the NTA's response to Issue 1 in this report
NTA-C14-861	The plan does not address the issue of access to the schools in close proximity to the route and consequently this will further frustrate and diminish the quality of our local environs/amenity that should be our local neighbourhood.	Please see the NTA's response to Issue 2 in this report
NTA-C14-861	Traffic surveys were not carried out in advance of the proposal. Changes to the Douglas Road will not solve traffic congestion in Douglas Village. The proposal is completely contrary to CMAT, Cork City Cycling Plan and DLUTS plan. Genuine, sensible, more environmentally friendly and much cheaper well thought out alternatives proposed by people on the ground have not been considered by the NTA and surely it is in everyone's interest to work with the residents to maximise by-in, minimise unnecessary stress for residents and expense for taxpayers.	Please see the NTA's response to Issue 7 in this report
NTA-C14-862	I am happy to see bike lanes incorporated along the entire corridor. Bike lanes are essential for enabling commuters to travel across the city quickly without adding to traffic volume	Please see the NTA's response to Issue 20 in this report
NTA-C14-862	I would suggest that care be taken with the planning of the intersection of High Street/Summerhill South/Douglas Street, so that the intersection is not like that of Pearse/Kinsale/Curragh roads intersection that was recently redone, as that junction is inconvenient, poorly planned, and dangerous to cyclists, drivers, and pedestrians.	Please see the NTA's response to Issue 3 in this report
NTA-C14-862	I would suggest that the bike lanes are segregated from the bus/traffic lanes as it is the proven safest way to protect cyclists and drivers from accidents. I would also recommend that East/West connectivity be considered outside the city centre by connecting corridors E, G, I with facilities such as bike lanes which may alleviate bus and bike traffic from the city centre.	Please see the NTA's response to Issue 8 in this report
NTA-C14-863	Map 12 : 1 Proposed destruction of 18th century stone wall of original Maryborough House and existing mature shrubberies and trees with consequent loss of wild habitat and unique heritage and visual amenity for all.	Please see the NTA's response to Issue 1 in this report
NTA-C14-863	The problem on our hill is speed and traffic volume rat running from Carrigaline and recent developments at Mount Oval etc. instead of using main arteries. Recent widening of the hill has turned a peaceful country lane into a racetrack. Further widening will exacerbate the problem. Suggestions. Map 16 : The roundabout here is the obvious place for a Bus Gate at the entry to Maryborough Hill. as traffic can be routed onto the main arteries of the new Ringaskiddy to tunnel or down towards Rochestown Rd and onto existing dual carriageway routes to the city.	Please see the NTA's response to Issue 2 in this report
NTA-C14-863	Speed cushions to slow traffic and render a descending cycle lane unnecessary coupled with restrictions on use of cars on Maryborough Hill to buses and residents during peak hours.	Please see the NTA's response to Issue 3 in this report
NTA-C14-864	South Douglas Road and the estates of them will not be able to cope with the intense potential increase in traffic as a result of diversions. Our estates are currently far too busy with traffic at present and a potential threefold increase would be totally devastating to our community.	Please see the NTA's response to Issue 2 in this report
NTA-C14-864	There are six schools in the area that are only accessible by the roads in the area that are in the plan and the increase in traffic from schools alone would be a total disaster.	Please see the NTA's response to Issue 4 in this report
NTA-C14-865	By closing traffic access to High Street at junction of Capwell Road and High Street being made one way towards town creates an access problem for residents, as the only access inward is by Windmill Road. Windmill road is so narrow large cars frequently mount the footpath and no HGVs can use it.	Please see the NTA's response to Issue 2 in this report
NTA-C14-865	If High Street was left 2 way it would be turned into a cul de sac, with no through traffic it would be very quiet so would still be safe for cyclists. There would be no need to change most local parking. The only problem left for locals is car turning at the Capwell end. With a no parking setup at the junction of Tonyville Mews this could be solved.	Please see the NTA's response to Issue 11 in this report
NTA-C14-869	The Douglas Road definitely needs widening in certain areas to afford suitable footpaths, especially for the disabled, buggies and parents with small kids. I've lost count of the number of times cars mount the pavement at the Belair traffic lights heading into town while vehicles turn right up Belair.	Please see the NTA's response to Issue 9 in this report
NTA-C14-869	I've concerns regarding the pushed traffic to side roads under the current plan, this would put huge pressure on already busy side roads.	Please see the NTA's response to Issue 2 in this report
NTA-C14-869	One thing I do not want or support is the suggestion of a one way system using the Douglas Road one way and South Douglas Road the other. As we are moving towards a carless city centre I do not want to walk between the 2 roads to catch a bus the way I need, I want to get a bus on the road I live	Please see the NTA's response to Issue 15 in this report

Reference	Statement	NTA Response
NTA-C14-870	Maps 4, 5 & 6 : Land acquisition – these appear to be the old stone walls that form so much of the character along that road. Please provide assurances that they will be dismantled and rebuilt, and not simply, and wastefully, destroyed. The number of trees being removed is terrifying. These are trees that have been around for generations and are carbon sinks. Why is this deemed necessary and how is this going to balance out with the green intent of this project?	Please see the NTA's response to Issue 1 in this report
NTA-C14-870	Local access only at Capwell Road and High Street – it is not clear from the map – is this to be local cars or just bikes and pedestrians and these roads are effectively cul-de-sacs?	Please see the NTA's response to Issue 11 in this report
NTA-C14-870	Bus gate at St. Finbarr's – there is no indication as to the alternative route to/from Douglas when this gate is in operation. Is it proposed that the traffic is redirected down the Ballinlough Road? This road is already under huge pressure with the small amount of traffic that passes along it, even only one way. I dread to think how it will cope when it becomes a main artery.	Please see the NTA's response to Issue 2 in this report
NTA-C14-870	Why the Fingerpost? This is an historic landmark, listed as having been part of Cork history since the late 1700s. Why not make this a signalised roundabout and keep this piece of history?	Please see the NTA's response to Issue 1 in this report
NTA-C14-872	There will be changes to private properties and a loss of on street parking.	Please see the NTA's response to Issue 10 in this report
NTA-C14-872	A bus gate at the Well Road junction will divert inbound traffic to the South Douglas Road in the morning.	Please see the NTA's response to Issue 6 in this report
NTA-C14-872	The neighbourhood especially the South Douglas Road which will become a thoroughfare. Mature Trees Biodiversity and old Stone Walls will be destroyed. There has been no proper modelling done and Douglas Village remains unchanged the plan should be scrapped. There are times when you cannot retrofit 19 century roads for modern transport concepts, accept this fact and move on. These areas make Cork what it is.	Please see the NTA's response to Issue 1 in this report
NTA-C14-872	The vast majority of people are unaware of the proposals and the indirect impact on their residential areas. Capwell Road - how many residents were contacted and made aware of the changes? We are sanitising some streets and creating open season on others in relation to traffic.	Please see the NTA's response to Issue 12 in this report
NTA-C14-872	Bus gate at St Finbarrs will divert outbound traffic to the South Douglas Road in the evenings. The NTA will reduce car access to local schools causing congestion in the surrounding communities.	Please see the NTA's response to Issue 2 in this report
NTA-C14-874	My family are living in Douglas since the mid 18th Century. I am the fourth generation of my family living in my home which was built by my great grand father in 1890. It is located in the Architectural Conservation Area and is listed on the National Inventory of Architectural Heritage, [Personal information redacted]. I have seen the village develop over the years from a country village with green fields on the road to Cork City to a huge suburb which is now part of Cork County Borough Council	Please see the NTA's response to Issue 1 in this report
NTA-C14-874	The proposal to make East Village Street and Carrigaline Road two-way is a backward step. It will not work even with the plan to remove footpaths. This will make life very difficult for pedestrians especially elderly people living in the village.	Please see the NTA's response to Issue 9 in this report
NTA-C14-874	It would be far better to retain the one-way system with footpaths but with a dedicated cycle lane	Please see the NTA's response to Issue 3 in this report
NTA-C14-874	I note that the relief road by Douglas Court Shopping Centre is not being used for bus traffic. The recent Douglas LUTS Plan was to make the East Village a pedestrian area. The ink was barely dry on that plan when it is changed to two-way traffic and a 24 hour bus service trundling through the village with reduced space for pedestrians and cyclists.	Please see the NTA's response to Issue 6 in this report
NTA-C14-875	There are 4 primary schools, 3 secondary schools and a special needs facility adjacent to the Douglas Roads, Ballinlough Road and Boreenmanna Road. You have made no provision for people travelling to and from these schools, no school bus collection point to prevent people continuing to drive their children to the schools. School traffic - how to prevent a build up in the local residential areas and consider school buses for the locality with a central pick up/drop off point	Please see the NTA's response to Issue 4 in this report
NTA-C14-875	From what I have seen on your proposals all your doing is preventing people from driving through the Douglas Road into the city. You aim to direct traffic from Douglas Village and beyond up the Well Road and onto the Ballinlough Road or Boreenmanna Road. Cars will be directed up the Well Road (as they will have no other choice) and through the parks off the Well Road such as Hettyfield and Lake Lawn, turning these quiet residential areas into rat runs.	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C14-875	There has been no provision to make these parks no through roads, reduced speed limits or one way traffic system either. As it currently stands traffic races through these areas without any heed to the current speed limits or road signs and with total disregard for the residents in the areas. Make the residential parks off the Well Road and Ballinlough Road one way out onto the main Well Road or Ballinlough Road or access to residents only. Review and reduce the current speed limits in the residential areas (such as is the case in the UK). Traffic in residential areas is limited to 20 or 30km per hour with suitable traffic calming throughout the areas	Please see the NTA's response to Issue 3 in this report
NTA-C14-875	Provide a park and ride facility in key areas such as Douglas Village to encourage people to leave their cars.	Please see the NTA's response to Issue 21 in this report
NTA-C14-876	. I have three children who attend the local primary schools and we walk to school every day. Since Covid like many people, we are working from home more often so our car use is already reduced. However even when we are travelling to our workplaces we do not travel into the city centre. We have little reason to get the bus into the city especially at peak times but I understand that others do. For our family and our neighbours the Douglas road is a well-established and much loved residential area not just a route to the city centre.	Please see the NTA's response to Issue 7 in this report
NTA-C14-876	Widening the roads will literally reduce bus journey times by minutes. Is it really worth the removal of so many beautiful mature trees, biodiversity and historical structures, the cost and upheaval for mere minutes saved on a bus journey? I am in favour of cycle lanes and improved footpaths but my understanding is that neither the footpaths nor the cycle lanes being created are optimum. Personally, we would benefit from the creation of a footpath outside our home but I would prefer to look out at beautiful mature trees that provide shade, house birds, absorb carbon dioxide and to look at old walls with character than have a footpath and grey concrete wallsThe EU are creating a Nature Restoration Law which will set legally binding targets for tree canopy coverage in European cities yet the NTA are planning on removing a vast number of trees along this route.	Please see the NTA's response to Issue 1 in this report
NTA-C14-876	The area is served by a high number of primary and secondary schools and a significant proportion of the students attending these schools come from outside the local area. In the summer months, the traffic is noticeably reduced when schools are closed. Have the NTA considered school buses from key outer areas, which would reduce car traffic along the Douglas road? Could a school bus scheme be trialled to see what impact it could have on the traffic before committing to major infrastructural and costly works? There seems little consideration of the massive impact school traffic has on this overall area. Currently Secondary school students are more likely than primary school students to use public transport so many parents use their cars to drop their younger children to school. If there was an alternative option for parents such as dedicated schools buses or a park and ride option less traffic would come through the Douglas road. Following drop off at schools parents do not necessarily head into the city but instead travel to numerous other locations such as Little Island, Ringaskiddy, Mahon, back in the direction they came and onto the South link road etc. Why it is assumed that all onward traffic on the Douglas road is travelling to Cork City centre?.	Please see the NTA's response to Issue 1 in this report
NTA-C14-876	Could a school bus scheme be trialled to see what impact it could have on the traffic before committing to major infrastructural and costly works? There seems little consideration of the massive impact school traffic has on this overall area.	Please see the NTA's response to Issue 4 in this report
NTA-C14-876	Will the new footpaths be wide enough to meet EU regulations? Is it safe to have the cycle lanes and foot paths at the same height?	Please see the NTA's response to Issue 9 in this report
NTA-C14-876	Will all the traffic be diverted at the Well Road junction and end up going through Hettyfield, Lake Lawn, Ardmahon to reach the local schools? If it does this will mean more cars on these routes where local children are walking/cycling to school. Will the traffic be able to enter the Douglas road anyway further along the route? Will a lot of traffic just move to the South Douglas or Ballinlough roads and create issues there instead? The village is the main source of traffic bottlenecks along route I. When the Douglas Village shopping centre was closed following the fire, the traffic was noticeably freer flowing through the village. What measures are being taken to mitigate against this?	Please see the NTA's response to Issue 6 in this report
NTA-C14-876	I believe the plans for the Maryborough to City via Douglas road route needs more consideration and time to get the best possible outcome for residents and commuters. Many alternative proposals and solutions have been put forward; I would like to know the rationale for not considering these. In addition, I feel more data is required on the Douglas Road traffic pattern. I understand surveys have been conducted, are the results of these studies available and has the data been considered for this round 2 proposal?	Please see the NTA's response to Issue 7 in this report
NTA-C14-876	Has consideration been given to creation of a traffic-calming zone for the Douglas Road area? Could the traffic speed limit be lowered to 30 kms/hr, as this could make cycling more safe for everyone?	Please see the NTA's response to Issue 3 in this report
NTA-C14-876	There are more sensible, less destructive, and cheaper and more environmentally friendly options available, which would also, involve less acquisition of private residential property, less disruption to residents and do not involve road widening or tree loss and those options need to be considered more thoroughly.	Noted.

Reference	Statement	NTA Response
NTA-C14-881	The current plan will cause enormous changes to the area and will decimate the community in the following way: many residents losing on-street parking	Please see the NTA's response to Issue 10 in this report
NTA-C14-881	The current plan will cause enormous changes to the area and will decimate the community in the following way: huge negative environment impact with the loss of mature trees and many beautiful and historic boundary stone walls damage to local heritage	Please see the NTA's response to Issue 1 in this report
NTA-C14-881	The current plan will cause enormous changes to the area and will decimate the community in the following way: CPOs effecting some houses	Please see the NTA's response to Issue 13 in this report
NTA-C14-881	The current plan will cause enormous changes to the area and will decimate the community in the following way: Douglas Rd becoming a highway and potentially dangerous for residents, pedestrians, and school children.	Please see the NTA's response to Issue 2 in this report
NTA-C14-881	I am a resident of Douglas Road, Currently my ONLY parking is on-street. The proposed plan is to remove all but 8 (plus 1 disabled) parking in my area, which obviously directly affects me and my neighbours. There has been a proposal to CPO land behind my house which will only accommodate myself and 9 other neighbours, which is to be welcomed, but it does not cover the number of parking spaces lost by residents and their family and guests.	Please see the NTA's response to Issue 10 in this report
NTA-C14-881	The planners also suggest replacement parking at St Finbarr's hospital but given the distance from there, it means it is not a realistic option for many reasons	Please see the NTA's response to Issue 10 in this report
NTA-C14-881	Elderly residents would not be capable of walking the distance from the proposed parking site to home. It is not feasible to expect our residents to transport our items from the suggested allocated parking space at the hospital to our homes 300/400 meters away and vice versa at all times of the day and night and in all weather.	Please see the NTA's response to Issue 10 in this report
NTA-C14-881	And, as an aging community, this proposed parking option will affect more of us into the future. Home help, nurses & carers who deliver daily services to homes need to be able to continue to have easy access. Family members and guests also.	Please see the NTA's response to Issue 22 in this report
NTA-C14-881	The number and location of proposed parking spaces to be provided in St. Finbarrs will only be sufficient for the needs of those residents living opposite the hospital. Based on the history of parking in the area and my experience living in the area for almost 20 years, much of this free parking will be used up by commuters who choose to park in the area and then walk to the city centre to work. This is a concern as it reduces the already stretched parking even further. My house and many of my neighbour's houses are over 100 years old (it is one of the structures listed in the national architectural inventory of Ireland) and therefore need continual upkeep and repairs	Please see the NTA's response to Issue 10 in this report
NTA-C14-881	Parking spaces are required in proximity to our homes for tradespeople and contractors to carry out maintenance and there are tradesman vans in my area all day Monday to Friday. As there will be no parking on my side of the road, where the older homes are, how do builders erect scaffolding, remove rubble etc if they can't park outside the house? My assumption is that they will be forced to park in the bus lane and cycle lane or on the pavement as they have no other practical choice	Please see the NTA's response to Issue 10 in this report
NTA-C14-881	The Douglas Road is currently a residential road with family homes on both sides along the full length of the route. This Busconnect's unbalanced design proposal, overwhelmingly focuses on the Douglas Road as a route to the city, at the expense of the residents and the businesses that are an integral part of the road. The proposed Bus gate at St Finbarre's hospital in the evenings means that I and all local traffic will be diverted onto smaller residential side roads (these roads are currently not suitable for the large volume of traffic and are especially unsuitable for commercial vehicles) and having to then loop around back onto the Douglas Road to access our homes, hospital, local pharmacy and grocery store.	Please see the NTA's response to Issue 10 in this report
NTA-C14-881	Douglas village is the main bottle neck when it comes to delays for buses and commuters. This is the real pinch point. Bus Connects does not seem to address this problem in their proposed plans. This is a serious flaw in the Busconnect's plan. North traveling traffic from outside Douglas must now turn right at Well Road in the morning and weave through housing estates to arrive at the local schools in the Douglas area, in particular Eglantine, St. Anthony's national school, Regina Mundi and Douglas Community secondary schools. This impacts over 2500 pupils. Regardless of the aspirational hope of the NTA, most parents will not be willing or perhaps able (depending on their location) to put their children on bikes or buses which will result in gridlock of the South Douglas Rd/ Well Rd and all the surrounding feeder roads & estates.	Please see the NTA's response to Issue 4 in this report
NTA-C14-881	Removing set down & disabled parking outside the schools should not be allowed. Busconnect's plan is that people will transfer to public transport in due course (this may well be the long-term outcome for some people, but many resident's journeys cannot be serviced by the STC bus routes), however we will then have an oversized highway through the neighbourhood, with very little on-street or accessible parking and lots of issues with home delivery and access by builders, tradespeople etc.	Please see the NTA's response to Issue 10 in this report

Reference	Statement	NTA Response
NTA-C14-881	There will be an increase in the amount of land covered in asphalt or pavement. Given that most of this land has been taken directly from gardens, and with significant loss of large mature trees, the solution proposed of a few small 'green spaces' (at the High Street/Capwell Road junction for example) and a few new trees planted along the route, will in no way compensate for this extensive loss of existing green space and local biodiversity. The Douglas Road is one of the few tree lined heritage laden and listed roads in Cork city. This is in direct conflict to the Greening the City Policy that Cork city has committed to.	Please see the NTA's response to Issue 1 in this report
NTA-C14-881	The Douglas Road area is prone to the development of sink holes (as was the case with one of my neighbour's properties) and subsidence, with several homes in the area already having to be underpinned. Excavation, compaction caused by heavy machinery and the construction of road surfaces will only make our properties more vulnerable and there are no preventative or mitigation factors that are guaranteed to be effective to avoid these problems. There are no traffic issues on the Douglas Rd for most of the day and night so implementing this 24/7 new road layout seems excessive.	Please see the NTA's response to Issue 16 in this report
NTA-C14-881	Trial the bus gates only for approx. 1 year to see if there are real benefits to traffic congestion, before changing the essence of the Douglas road. Dedicated school bus transport, which would reduce the amount of cars on the roads at peak school hours. The main traffic issues are caused by the current city bound route through Douglas village and the Douglas Rd. Divert most in-bound traffic away from the village and allow local access only. This would mean that the Douglas Road was no longer the main artery for cars (and people living beyond Douglas) into the city.	Please see the NTA's response to Issue 3 in this report
NTA-C14-881	no feasibility traffic studies and surveys seem to have been done by the NTA and the plans for removal of a sizable amount of on-street parking for the Douglas Road will mean that cars will be forced to just park up on the bus lanes/cycle lanes and paths. Removing on-street parking is not a solution in the hope that people's cars will just disappear.	Please see the NTA's response to Issue 7 in this report
NTA-C14-890	This city end of the Ballinlough Road was never intended to carry such volumes of domestic and commercial heavy duty traffic - it would be a total safety hazard for all, including elderly and school going children. Houses and footpaths are in very close proximity to the road edge and with this increased heavy duty traffic, safety would be a major concern and safety must always be a priority	Please see the NTA's response to Issue 2 in this report
NTA-C14-890	St. Finbarr's Hospital, which would prevent all vehicles, including heavy duty vehicles, from travelling east towards Douglas so therefore all this heavy duty outbound traffic would be forced to travel up lower Ballinlough Road which is a totally unsuitable road to take this type/volume of traffic, it is a very narrow road and a road which funnels into a "one way system" (from "Bernadette Way" to "Bellair").	Please see the NTA's response to Issue 2 in this report
NTA-C14-890	the plan to reverse the direction of the traffic flow of the above mentioned "one-way-system" from "Bellair Junction to Bernadette Way" to facilitate all city bound traffic. Why is there no mention of this change to traffic direction in any of the brochures or publications? Many residents are not even aware of this change. This option is no better. The vast increase in traffic, including school traffic and all city bound traffic would be diverted down this narrow road from "Bellair Junction" which would become an absolute rat run.	Please see the NTA's response to Issue 2 in this report
NTA-C14-890	Excessive noise and vibrations are other issues which would be of major concern and should be taken into consideration. As Ballinlough is a known area for subsidence, the vibrations from the heavy duty traffic could lead to subsidence damage to properties, thus leading to a negative impact on property values.	Please see the NTA's response to Issue 5 in this report
NTA-C14-890	Another concern would be if on-street parking was lost. If so where would the residents park?. It seems that people transiting through our road are being given priority over the actual residents.	Please see the NTA's response to Issue 10 in this report
NTA-C14-900	My residence is located directly on Douglas Road (not shielded behind trees and walls). It is also located on an intersection. The result is that I am reluctant to open my windows during the day due to poor air and noise quality. I commute to work on foot and am exposed to car exhausts from the moment I open my front door until I can eventually exit Douglas Road.	Please see the NTA's response to Issue 5 in this report
NTA-C14-900	I have tried cycling in the city which I have found stressful and unsafe. I have also found current public transport services too unreliable to be a viable option. The obvious problem is that car use has been prioritised leading to an unsustainable amount of car dependence. A lot of people can't afford to live within such easy reach of the city and are dependent on alternative modes of transport. I see the proper implementation of a sustainable transport infrastructure not just as a luxury, but as an absolute necessity, and believe the proposal is a long overdue step in the right direction.	Please see the NTA's response to Issue 8 in this report
NTA-C14-900	The claim that the currently plan will turn Douglas Road into a thoroughfare seem bizarre, given that the road already is a thoroughfare (which does little to accommodate pedestrians or cyclists).	Please see the NTA's response to Issue 9 in this report

Reference	Statement	NTA Response
NTA-C14-900	There is no sense that biodiversity has ever been a priority along Douglas Road. As a result, the impact will be minimal, particularly in the context of the broader issues Ireland is facing concerning biodiversity loss. While I agree that the removal of trees and walls should be minimised, they primarily serve to shield residents from the poor noise and air quality of the road rather than support biodiversity. The same goes for the claim that it will impact green spaces. Cork City is in desperate need of more green spaces – ones that are developed in a meaningful way that actually do support biodiversity, as well as the health and well-being of the local community (nearby Tramore Valley Park is good example).	Please see the NTA's response to Issue 5 in this report
NTA-C14-902	I do not support the STC 1 Maryborough Hill to City Centre, Bus Connects/NTA plan. This plan requires operational competence at the public transport level, and am acutely aware of the current deficit in this piece of the jigsaw - if we cannot manage now - and the 'now' is chaotic - we cannot manage your 'vision' to sacrifice community for the elusive elixir of connect.	Noted.
NTA-C14-906	The impact of the proposals on my family property is a major concern. Removal of the Protected Boundary Limestone walls in place since the late 1890's, removal of the green shield of vegetation inside the boundary, the consequent need to increase the gradient of the driveway and the impact of any proposed works on services such as Sewers, Power, Public Lighting, Fibre Broadband, Water and the recently installed water meters, Footpaths and Road Resurfacing all being carried out by different agencies will make our retirement – after more than 40 years as compliant tax payers – a very stressful and uncomfortable existence. All this to create an extra cycle lane on the roadway outside. On top of that we will have the added burden of having to negotiate a CPO with your organisation who didn't have the common courtesy to look up the Voting Register and properly address correspondence to the Owner/Occupier!	Please see the NTA's response to Issue 13 in this report
NTA-C14-909	The failure of this plan in my view is based on the following which have not been adequately addressed: The major issue with traffic flow along the Douglas Road primarily stems from the failure to address the flow through the relief road and the village, in the past by the various Local Authorities and now will be continued by the NTA.	Please see the NTA's response to Issue 2 in this report
NTA-C14-909	The failure of this plan in my view is based on the following which have not been adequately addressed: No Traffic flow assessment provided and no reference to CSO census data on road usage. No environmental assessment has been considered or provided with the plan.	Please see the NTA's response to Issue 7 in this report
NTA-C14-909	The failure of this plan in my view is based on the following which have not been adequately addressed: No Health and safety assessment has been provided and discussed with the effected property owners.	Please see the NTA's response to Issue 7 in this report
NTA-C14-909	The failure of this plan in my view is based on the following which have not been adequately addressed: No adequate proposal to reinstate like for like in terms of boundaries	Please see the NTA's response to Issue 13 in this report
NTA-C14-909	The failure of this plan in my view is based on the following which have not been adequately addressed: No provision for school transport – more than 65% of the 6,500 plus students attending schools in the catchment area are driven by car to school.	Please see the NTA's response to Issue 4 in this report
NTA-C14-909	So in conclusion I would recommend the following: A general reduction in speed limits with cameras to control same, as per the Dublin Port Tunnel, along the Douglas Road.	Noted.
NTA-C14-909	The failure to understand the implications of diverted traffic through narrow residential roads and parks. So in conclusion I would recommend the following: An adequate school bus system.	Please see the NTA's response to Issue 3 in this report
NTA-C14-909	The failure to understand the implications of diverted traffic through narrow residential roads and parks. So in conclusion I would recommend the following: The installation of Traffic Flow traffic light systems in place of the current poorly timed system	Please see the NTA's response to Issue 3 in this report
NTA-C14-909	The failure to understand the implications of diverted traffic through narrow residential roads and parks. So in conclusion I would recommend the following: No destruction of Property and the green Environment	Please see the NTA's response to Issue 3 in this report
NTA-C14-909	The failure to understand the implications of diverted traffic through narrow residential roads and parks. So in conclusion I would recommend the following: A third round of public consultation with the emphasis on consultation.	Please see the NTA's response to Issue 3 in this report
NTA-C14-913	I will currently lose on street parking close to my home. Current proposals offer limited solutions. I will find it difficult to access my property due to bus gates at peak times.	Please see the NTA's response to Issue 11 in this report
NTA-C14-913	have concerns surrounding the negative impact to the environment which will occur when numerous mature trees are felled.	Please see the NTA's response to Issue 5 in this report
NTA-C14-913	I'm concerned about the impact bus connects will have on an area of historical significance in the city	Please see the NTA's response to Issue 1 in this report
NTA-C14-914	have not addressed the issue of traffic congestion in Douglas village which could be addressed by making each of the East and West Douglas Roads one way in opposite directions. This would avoid Road widening, reduce traffic on both of those roads, reduce congestion in the village and provide ample space for cycle lanes and bus lanes.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C14-914	Many of the buses coming from area such as Carrigaline or Crosshaven can use the N40 and possibly the new Ringaskiddy motorway to expedite their journeys. We need to use our existing resources wisely and I would suggest a good public transport system can be introduced within existing road space with no requirement to widen roads.	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-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-918	The current Round 2 proposal continues to enshrine the destruction of much of the historic landscape of the Douglas Road. While the width of the proposed road has been reduced, the current plan will necessitate the destruction of original walls and gardens along the length of the road	Please see the NTA's response to Issue 1 in this report
NTA-C14-918	This is short-sighted development, which takes no account of how commuting has changed dramatically since the onset of the Covid-19 pandemic. A significant proportion of the commuters that the bus corridor is proposed to serve are now working remotely for most of the working week; the movement of people throughout the city has lessened, as more and more people have moved to the surrounding county to take advantage of rural living due to remote working.	Please see the NTA's response to Issue 2 in this report
NTA-C14-918	By the time the proposed corridor is complete, it is likely that further shifts in city development, including the continued move by industry to the outer fringes of the city, will lessen this traffic further. Then, there will be an ineffective and redundant highway through one of Cork's most historic suburbs, with little of the history remaining.	Please see the NTA's response to Issue 2 in this report
NTA-C14-918	I would respectfully suggest that there are better ways to move towards carbon neutral status than removing historical landscapes; innumerable mature trees; and local biodiversity, to achieve it. The historic environment can be retained, while also meeting the targets of a greener future for Ireland.	Please see the NTA's response to Issue 1 in this report
NTA-C14-918	The existing road structure in the Douglas area provides an ample opportunity for a one-way route system between the existing Douglas and South Douglas Roads. Utilising this, which was the City Council's own original plan for the area, would ensure the existing landscape would need little alteration, while also allowing commuters direct access to the city. In sum, I urge you to reconsider the plan in its current form.	Please see the NTA's response to Issue 3 in this report
NTA-C14-919	The traffic build up is closer to Douglas village and is very obviously caused by that bottleneck and the failure of drivers to observe yellow boxes and red lights. In my opinion, the proposed widening of, in particular, the stretch of road between Cross Douglas Road and Rosebank, is unnecessary.	Please see the NTA's response to Issue 2 in this report
NTA-C14-919	the proposed bus gates on Douglas Road will cause major traffic diversion into Ballinlough, an area with very narrow roads, current blockages and difficulties for residents exiting parks, all of which will be exacerbated if the bus gates go ahead.	Please see the NTA's response to Issue 2 in this report
NTA-C14-919	My concern regards the intended vandalism of the heritage and environment of the Douglas Road. I use that road daily and I have never seen traffic flow issues between Cross Douglas Road and Rosebank.	Please see the NTA's response to Issue 1 in this report
NTA-C14-919	A solution could be shared road usage with bus/cycle priority (education required in that regard).	Please see the NTA's response to Issue 3 in this report
NTA-C14-919	To enable people access the new bus system, where is it intended to locate park and ride facilities? It might be wise to trial at least some proposed routes before destroying the heritage and environment of our city.	Please see the NTA's response to Issue 21 in this report
NTA-C14-920	The most desirable proposal is one way traffic flows on the Douglas Road and in the opposite direction on the South Douglas Road, with contra flow bus lanes on each road. This would not only constitute the most democratic and fairest allocation of existing road space, it would also better balance the available bus services between two key arterial roads.	Please see the NTA's response to Issue 3 in this report
NTA-C14-920	It remains my contention that the best approach to the Maryborough Hill to City Bus Corridor is take away the emphasis away from Douglas Road only, making equal use of South Douglas Road, as a transport corridor and a more effective means of traffic management.	Please see the NTA's response to Issue 3 in this report
NTA-C14-921	The presence of trees supports positive mental health and wellbeing. Removing mature trees from the Douglas Road will increase stress levels in the community	Please see the NTA's response to Issue 1 in this report
NTA-C14-921	The increased width of the road will cause difficulties entering and leaving BaltimoreLawn.	Please see the NTA's response to Issue 11 in this report
NTA-C14-921	Increases in road traffic will lead to corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity	Please see the NTA's response to Issue 5 in this report
NTA-C14-921	The disruption, noise and pollution caused by the construction process is also a concern, as it will extend over a long period of time	Please see the NTA's response to Issue 18 in this report

Reference	Statement	NTA Response
NTA-C14-921	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre.	Please see the NTA's response to Issue 3 in this report
NTA-C14-921	I will find crossing the newly-widened road difficult and dangerous, especially as I grow older.	Please see the NTA's response to Issue 9 in this report
NTA-C14-921	The unnecessary widening of the road entails the removal of attractive mature trees, shrubs and stone walls that provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic.	Please see the NTA's response to Issue 1 in this report
NTA-C14-925	The proposal (Section 2.4 Key Facts) had identified the removal of 117 Car parking spaces from Douglas Road. The removal of these parking spaces will result in the side streets being even more tightly packed with parked cars adding difficulty for Residence on these streets but also to users of these streets making them narrow and difficult to use.	Please see the NTA's response to Issue 10 in this report
NTA-C14-925	Alternative Proposals which could be considered: A one way system utilising Douglas Road and South Douglas road could be considered with a dedicated bus lane and car lane on each road providing a loop system for both Car users, Buses and cyclists. This would provide access for all road users 24 hours a day with little impact to residents and no necessity to remove parking spaces nor CPO of residents land. Introduce a dedicated bus lane on a circular one way route incorporating the Douglas and South Douglas Roads. Increase Bus frequency improving the service and making its use more attractive to bus users. Provide more bus stops and shelters. Provide a fleet of buses dedicated to the transport of school goers for a limited time each morning and evening to alleviate some of the current problems.	Please see the NTA's response to Issue 3 in this report
NTA-C14-925	The current NTA proposal appears to ignore the very obvious fact that the South Douglas Road is the site of three large secondary schools and four primary schools. We utilise both South Douglas Road; Tramore Lawn; Douglas Road; Eglantine Park during our school run for our children who currently attend [personal information redacted] Under the current proposal this route will no longer be available to us and an alternative route of longer duration would have to be taken.	Please see the NTA's response to Issue 4 in this report
NTA-C14-925	As residents of South Douglas Road, we have grave concerns about the proposed diversion of traffic from the Douglas Road to the South Douglas Road at peak traffic times. The effect of how much traffic pushed onto South Douglas Road has not been taken into consideration. Significant queuing into Douglas village is already evident during peak and the proposal would one make this situation worse. At present, traffic levels at peak morning and evening times make exiting and entering our property on South Douglas road very difficult and we are dependent on the good nature of road users to allow us access at peak times.	Please see the NTA's response to Issue 2 in this report
NTA-C14-925	The proposal does not identify the benefits of having a dedicated bus corridor on the Douglas Road. The proposal does not identify the number of users on the bus routes as they currently exist, nor does it highlight the capacity or lack thereof during peak times during the day nor how the proposal would alleviate lack of capacity if one existed.	Please see the NTA's response to Issue 2 in this report
NTA-C14-933	There is countless trees that take Co2 out of our air along the Douglas Road and ones that have been standing for years and will be standing for long after I have left this planet. To remove these trees to widen the road will increase the air pollution and greenhouse gases. Also creating more lanes for buses and cars will then in fact increase the amount of each and people will be less likely to walk or cycle, therefore again damaging the environment.	Please see the NTA's response to Issue 1 in this report
NTA-C14-933	a one way system in and out of town using the main Douglas Road as way in to town and the South Douglas Road as the way out, this is a much better idea and will not need the same amount of work to complete and will not take down the trees. Therefore reducing the emissions.	Please see the NTA's response to Issue 3 in this report
NTA-C14-933	Another option would be to introduce a light rail system which cork in general is calling out for. Buses still have to face traffic and even if you increase the amount of people using the bus the bus itself still has to sit at traffic lights. A light rail would take this away and everyone would be more willing to use it.	Please see the NTA's response to Issue 3 in this report
NTA-C14-936	Scheme does not adequately address the issues of congestion around Douglas village. It does not provide viable alternatives for getting children to school etc.	Please see the NTA's response to Issue 2 in this report
NTA-C14-936	I believe there are very good alternative bus routes that have not been fully considered and that effective public transport can be achieved without disrupting the residents and removing trees along this stretch of road	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/buscconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-937	As a cyclist and supporter of action to prevent climate change, I would be strongly in favour of the proposed transport corridors.	Please see the NTA's response to Issue 8 in this report

Reference	Statement	NTA Response
NTA-C14-937	I would also like to see a cycle lane on the Douglas relief road.	Please see the NTA's response to Issue 8 in this report
NTA-C14-942	In very much in favour of this plan that is sorely needed in my area and across cork	Please see the NTA's response to Issue 20 in this report
NTA-C14-943	We believe this plan will destroy the local environment, heritage and character of this historic Cork Road forever. Attached are a total of 1146 signatures: 366 written and 780 online. We urge you once again to listen to our concerns and provide alternative plans that do not involve such destruction.	Please see the NTA's response to Issue 1 in this report
NTA-C14-943	Widening the Douglas Road will destroy the local environment, heritage and character of this historic Cork road forever. There are much cheaper, faster and greener ways to improve public and active transport than this proposal. It will not only reduce the quality of life for many residents in the area, but also for those who use the Douglas Road. There will be no going back once the mature trees and walls of architectural heritage are torn down. Destroying the road is not the solution	Please see the NTA's response to Issue 1 in this report
NTA-C14-943	When there is more congestion around Douglas Village and on the side roads (as the plan doesn't help parents who bring children to school in the area), we will wonder why we let it happen.	Please see the NTA's response to Issue 4 in this report
NTA-C14-943	There are alternatives. Road reallocation, school bus services etc. Please help us in our campaign to save the Douglas Road	Please see the NTA's response to Issue 3 in this report
NTA-C14-943	Widening the road would: destroy the local environment Irreversibly alter the character of the area destroy the natural beauty of the area reduce the quality of life for residents We urge the National Transport Authority (NTA) to listen to the concerns of the community and abandon any proposals to widen the Douglas Road	Please see the NTA's response to Issue 1 in this report
NTA-C14-946	The plan takes no notice of the planning for school traffic. It is clear from the difference in traffic flow between school term and the holidays the impact that school traffic has on congestion and therefore the travel times on the bus routes. Including better public transport arrangements for kids getting to school would go a long way to solving the bus traffic times. We need to take private cars off the road doing school runs. Schemes such as School Bus serving the corridor, with park and drop facilities at Douglas, Maryborough and Rochestown should be included in the plan and their impact to the traffic assessed before the need for further structural change is assessed.	Please see the NTA's response to Issue 4 in this report
NTA-C14-946	The current version of the plan, and indeed much of the discussion about issues and alternatives is uninformed by data. There are lots of opinions but very little data driven evidence. Big decisions being made without any quantitative evidence of user behaviour over time	Please see the NTA's response to Issue 7 in this report
NTA-C14-946	There has been some discussion about orbital bus routes: with the bus route using one road to travel into the city and a parallel route on another road to do the return journey. We believe that this is a significant degradation in the service and will reduce the number of residents using the bus. In particular it disenfranchises older and less able members of the community.	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-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-946	Although the lanes do serve to protect cyclists where the lane exists, outside of that a combination of the design and cyclist behaviours make the situation hazardous: Where the road narrows the cycle lanes disappear and cyclists are expected to merge back with traffic. Few cyclists and motorists expect this and safety is more good luck than good practice. Moreover some cyclists opt to join the footpath instead of the road at risk to pedestrians	Please see the NTA's response to Issue 8 in this report
NTA-C14-946	While we welcome the reinstatement of on-street parking outside our house, our concern remains that there is insufficient provision in the current plan for the neighbourhood and all its users. So while on paper we have a parking space, in practice it may not be available to us if other neighbours aren't catered for. We have no option to park at the rear of our property. We only have pedestrian rights of way across our neighbour's land to access our property so it's not possible to park in our rear garden. We have no agreement with the land-owners of the adjacent land to park there.	Please see the NTA's response to Issue 10 in this report
NTA-C14-946	Douglas Village is a bottle-neck and the multiple traffic lights cause traffic to back up down the Douglas Road at busy times, most notably on afternoons after schools close. Traffic flow through and around Douglas Village needs to be studied in detail and completely re-designed.	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C14-946	The current plan makes changes to the priority and flow of traffic but it's hard to believe that this will be an improvement and it is not based on any quantitative data about where traffic comes from, where it's going to and at what times	Please see the NTA's response to Issue 7 in this report
NTA-C14-946	School Traffic is the main contributor to congestion. It's obvious by how well traffic slows when the schools are closed. The NTA would serve the taxpayer and the residents better by focusing solely on these issues rather than other changes.	Please see the NTA's response to Issue 4 in this report
NTA-C14-946	The bus stop at our house is well used by a broad section of the community. Forcing those users to cross to South Douglas Road to get the return bus is unreasonable: many are elderly, many aren't able to make the trip on foot, some travel from Ballinlough Road and beyond to access the bus to Douglas and beyond and pushing one half of the route to South Douglas Road will make this journey very difficult for them. The bus stop at Ardfallen services the elderly in assisted accommodation in Ardfallen. The bus stops outside their homes to Douglas and town provide a very important lifeline for them. They are not in a position to walk to South Douglas road should an orbital bus service be introduced!	Please see the NTA's response to Issue 3 in this report
NTA-C14-946	With the current implementation of a one way system, with cycle lanes provided on one road in one direction and in the other direction on a parallel route, most cyclists will ignore the designated route and just stick to the shortest journey. This means that cyclists travelling in the opposite direction to the cycle lane chose a range of options: Sharing the lane with vehicular traffic. Since the road is now narrower with the provision of a cycle path on the other side, passing these cyclists is now more difficult, especially for wider vehicles and buses	Please see the NTA's response to Issue 8 in this report
NTA-C14-946	Travelling down the cycle lane in the wrong direction. This is common practice and whilst dangerous enough on sections without a physical barrier, when two cyclists meet head to head, one must make way using the roadway or the footpath. Using the footpath. Which in many places isn't suitable to be shared with cyclists and pedestrians (especially buggies and wheelchairs). All these are common practice on many of the current cycle ways including the Douglas Road.	Please see the NTA's response to Issue 8 in this report
NTA-C14-946	Having lived and raised a family on the Douglas Road for the past 23 years, we do feel that sections of the road are dangerous and not-withstanding the objections of our neighbours, any opportunity to improve the safety of the road for residents and all users should be welcomed: Narrow sections - some just narrow, some made so by the cycle lanes Fast sections, eg from Cross Douglas Road to Rosebank. Some car users take the opportunity to overtake buses and slower cars on this section, regardless of the speed limit.	Please see the NTA's response to Issue 17 in this report
NTA-C14-946	Lack of footpaths on one side of the road: Pedestrians need to cross the road to seek the footpath, often at unsighted bends in the road Some pedestrians choose not to cross and are effectively walking in the road Residents exit their homes directly on to the road, often with no sighting along the road as to whether there is on-coming traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-946	Several bus stops are dysfunctional and dangerous We believe that trialling bus gates to get car users to change their travel habits before re-designing the whole Douglas Road would be a useful exercise. This could be monitored and reviewed after a period of time.	Please see the NTA's response to Issue 3 in this report
NTA-C14-946	Cars forced off the Douglas Road at bus gates will be forced onto other already extremely busy roads eg South Douglas Road, Well Road, Cross Douglas Roads to name just a few.	Please see the NTA's response to Issue 2 in this report
NTA-C14-953	I also worry about the environmental impact of the plans which will still require many old and established trees and foliage to be destroyed. These trees are not just important from an environmental point of view, they also provide visual and noise protection for residents along the way.	Please see the NTA's response to Issue 5 in this report
NTA-C14-953	alternative suggestion would be that the road becomes one way at different times of the day. This is common practice in major cities around the world include Vancouver (see passage at Stanley park which adapts to traffic flow at any time, not just specific set times). This is totally feasible and we have enough roads that connect the back and front Douglas roads that this will not cause much disruption in terms of travel.	Please see the NTA's response to Issue 3 in this report
NTA-C14-953	personal impact; in order to make the changes now planned it will take years of building work which will cause major disruption to our lives and those passing through the area. I do not think that these disruptions will be worth this as they do not address the central issue of how and when to bring people to the city from the suburbs during rush hour.	Please see the NTA's response to Issue 18 in this report
NTA-C14-954	The sporadic restrictions on car access, the reduction in parking and the lack of any reasonable rerouting options proposed means it's inevitable that people trying to move between Douglas and the City (and vice versa) will opt to use the South Douglas Road as an easier means to move around. The south Douglas road is already prone to severe traffic jams at rush hour with several schools dotted along this route and an access point to the city link, with several narrow pinch points.	Please see the NTA's response to Issue 2 in this report
NTA-C14-954	The proposed plans are going to decimate the Douglas road- a pretty, old area of Cork, with beautiful trees and heritage. There has been no attempt made to preserve property or protect the trees along the Douglas Road and there seems to be a 'proceed at any cost' approach, with CPOs threatened.	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C14-954	Residents have called for dialogue several times to consider viable alternatives or at least trial less invasive and less expensive measures , these requests have been ignored with clear lip service being paid in the recent revisions to the original plans.	Please see the NTA's response to Issue 12 in this report
NTA-C14-956	The proposed plan does not take into account the number of schools that are on the Douglas Road, South Douglas Road and adjoining roads. These schools are the primary drivers of traffic at peak hours in the morning and evening on the Douglas and South Douglas Roads. This plan does not address the issue of school traffic but is consumed with the marginal reduction in bus travel time from Maryborough Hill to the City centre.	Please see the NTA's response to Issue 4 in this report
NTA-C14-956	To achieve this objective, the plan deems it necessary to widen the existing road. This would result in the loss of front and side gardens for many residents	Please see the NTA's response to Issue 13 in this report
NTA-C14-956	The felling of numerous mature trees and the demolition of old walls. To me, this should be the action of last resort. Why cause so much destruction and create such a negative impact on residents quality of life	Please see the NTA's response to Issue 1 in this report
NTA-C14-956	The City centre is not a hive of employment as it once may have been. People work from home much more now and will also in the future or they work in business parks in the suburbs or in commuter towns. As a resident of the Douglas Road I see at first hand the web and flow of traffic and for most of the day it flows freely. The main cause of traffic congestion is Douglas Village and widening Douglas Road does not solve this problem. There are examples of towns and villages all over the country with wide access roads on either side which become congested because traffic cannot get through these towns quickly enough. Examples are Castlemartyr, Macroom and Adare.	Please see the NTA's response to Issue 6 in this report
NTA-C14-956	I firmly believe that before any destruction commences, that other less costly initiatives should be tried. We all want to see improvements in traffic flow, bus services,cycle lanes and pedestrian pathways and we should all be in unison in their implementation. It must be obvious from the level of objection across the the City on all routes that the wrong approach has been taken by the NTA.	Please see the NTA's response to Issue 12 in this report
NTA-C14-958	This plan does not address the issue of school traffic but is consumed with the marginal reduction in bus travel time from Maryborough Hill to the City centre	Please see the NTA's response to Issue 4 in this report
NTA-C14-958	As a resident of Trabeg Lawn, South Douglas Road, I have grave concerns about the proposed diversion of traffic from the Douglas Road to the South Douglas Road at peak traffic times. Such a diversion would make the South Douglas Road an even greater black spot than is already the case. Anyone who travels on the South Douglas Road at the moment will wonder how such a proposal was ever mooted.	Please see the NTA's response to Issue 17 in this report
NTA-C14-958	Suggestions: Introduce a dedicated bus lane on a circular one way route incorporating the Douglas and South Douglas Roads. Increase Bus frequency improving the service and making its use more attractive to bus users. Provide more bus stops and shelters. . Provide a fleet of buses dedicated to the transport of school goers for a limited time each morning and evening to alleviate some of the current problems. Improve the attractiveness of the N27 (South City Link Road) for motorists, entering the city in the morning and particularly exiting the city in the evening. The current situation whereby it is faster to exit to Grange/Donneybrook/Frankfield via Douglas West village is ludicrous and could be solved by prioritising out-of-town traffic at the Kinsale roundabout in the evening.	Please see the NTA's response to Issue 3 in this report
NTA-C14-961	Regarding cycle ways where will they all park in the city centre? I refer you to cities like Basel who have planned and facilitated far more effectively for this	Please see the NTA's response to Issue 8 in this report
NTA-C14-961	Poor consideration for the nature of the current activity in relation to children travelling to/from school.	Please see the NTA's response to Issue 17 in this report
NTA-C14-961	The destruction of trees and related biodiversity on the Douglas road is simply criminal. There is no other way to describe it. In years to come, if this goes ahead, this will be regarded as a black mark on all who have been involved. It should not happen.	Please see the NTA's response to Issue 5 in this report
NTA-C14-961	Rerouting of traffic will turn quiet parks into what are best described as rat runs. Many residents of these parks are unaware of this impact. That is the reality.	Please see the NTA's response to Issue 17 in this report
NTA-C14-967	This solution will result in a major disruption to the local traffic due to construction, and for an extremely long period of time. This construction will also provide noise pollution to areas nearby during the works	Please see the NTA's response to Issue 18 in this report
NTA-C14-967	The proposed plan is loss of mature nature in nearby vicinity. The plans would result in the loss of mature trees and impact on local biodiversity. Replacement trees will not replace like with like (new trees for mature trees).These mature trees help with shading,flooding and noise pollution. These Plans would remove old structures and trees and thus the heart and atmosphere of this mature road. No substitutes for this can be created. It give the area is character and this plan will remove this.	Please see the NTA's response to Issue 1 in this report
NTA-C14-967	The Douglas Road is only busy during morning and evening rush hours and I think a possible solution would be that during these hours the Douglas Road is one way and the South Douglas Road is the opposite way.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C14-974	The current historical Douglas road will be destroyed for ever more. The removal of all the old walls and trees will have a serious affect on the neighbourhood and environment	Please see the NTA's response to Issue 1 in this report
NTA-C14-974	Forcing existing home owners on the Douglas Road to give up large portions of their properties to facilitate this proposal is unfair.	Please see the NTA's response to Issue 13 in this report
NTA-C14-974	The rerouting of cars through the surrounding parks and housing estates, to facilitate more buses on the Douglas Rd (Bus Gate), will cause serious traffic jams and major issues for the local residents.	Please see the NTA's response to Issue 2 in this report
NTA-C14-974	Access to local hospitals and other medical services will be restricted by the proposed new traffic route changes.	Please see the NTA's response to Issue 22 in this report
NTA-C14-974	The Environmental benefit being promoted, by removing cars from the Douglas Rd and increasing the number Buses, does not stack up. Add in the removal of all the existing trees and this proposal is counterproductive in trying to improve our environment.	Please see the NTA's response to Issue 5 in this report
NTA-C14-974	A massive disruption will be endured by the residents and local business' during the proposed long destruction and re-construction process	Please see the NTA's response to Issue 18 in this report
NTA-C14-977	an the option of traffic calming (eg 30 kmph limit) be considered to make the Douglas Rd more bike friendly, without the need for any costly, disruptive and upsetting construction work?	Please see the NTA's response to Issue 2 in this report
NTA-C14-977	Could the proposed bus gates be trialed before committing to them?ould the link road be used for some bus routes to take people from beyond Douglas Village directly into town and out	Please see the NTA's response to Issue 3 in this report
NTA-C14-978	The proposal as presented will have a personal impact on my family from a Health and Wellbeing point of view due to the loss of mature trees and the consequence impact on local biodiversity. There will be an increase in light, air and noise pollution as a result of the removal of the mature trees along the Douglas Road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-978	Cork city is a medieval city and abounds in character, no less the Douglas Road and surrounding Parks. The walls along the Douglas road are historic stone wall boundaries and are recorded as protected structures. There are approximately 50 recorded structures on the National Monuments Archive. The route chosen is worst for the impact it has on visual landscape and character	Please see the NTA's response to Issue 1 in this report
NTA-C14-978	This area is noted for subsidence and sinkholes, the risk of which will be increased by the construction process that will have to take place in the area. The level of noise pollution will also be compounded during the construction phase.	Please see the NTA's response to Issue 16 in this report
NTA-C14-978	There were no traffic surveys carried out in advance and no route analysis regarding car induced demand for this area. It is completely contrary to the plans previously proposed by the CMAT, Cork city Cycling Plan and DLUTS plan which laid out viable alternatives.	Please see the NTA's response to Issue 7 in this report
NTA-C14-978	Replacement tress will not replace like with like (new trees for mature trees). The Douglas Road area is one of the last beautiful green urban corridors into the city and to destroy it in a time of climate emergency is highly questionable. This proposal defies the scientific and ecological knowledge of the benefits that natures has on our environment, which we know is a proven fact. Trees help with shading, flooding and carbon sequestration. This proposal also destroys the most trees of the 10 routes reviewed.	Please see the NTA's response to Issue 1 in this report
NTA-C14-978	This local area is an extremely large catchment area for schools with approximately 6,000 students coming into the locality for schools, many from the outer suburbs. The majority of the traffic in the morning is due to schools and the plans proposed does not provide a viable alternative to parents	Please see the NTA's response to Issue 4 in this report
NTA-C14-978	It does not address the car congestion in Douglas Village. Your plans works of the assumption that widening the Douglas Road slightly to allow room for cycling and more buses will suddenly stop people from driving their cars and solve the congestion problem in Douglas village. In fact, your plan actually compounds the congestion problem in Douglas village.	Please see the NTA's response to Issue 6 in this report
NTA-C14-978	There were no traffic surveys carried out in advance and no route analysis regarding car induced demand for this area. It is completely contrary to the plans previously proposed by the CMAT, Cork city Cycling Plan and DLUTS plan which laid out viable alternatives.	Please see the NTA's response to Issue 7 in this report
NTA-C14-978	In other European cities of similar size to Cork, the reallocation of existing road space to the public and for active travel is a priority. They work with what they have, not destroy what is in place already. There are cheaper and greener alternatives such as traffic measures (reduce the speed limit to 30kph, school bus service, that do not involve road widening or tree loss.	Please see the NTA's response to Issue 3 in this report
NTA-C14-978	As an impacted resident I am asking that a more environmentally friendly and least destructive option to the local neighbourhood is given consideration. The whole of the Ballinlough area including the surrounding Parks will be impacted due to the operation of the bus gates at certain times which will not alleviate the numbers of cars coming into the area, due to volume of school related traffic in this locality.	Please see the NTA's response to Issue 2 in this report
NTA-C14-979	You wish to destroy historic stone walls and hundred year old trees which add such tranquil character and offer privacy to residents. Doing so will increase noise, light and air pollution and increase more health problems in the future.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-979	Filtering traffic through residential parks, where these roads can not take this level of traffic, will effect elderly residents and children safely.	Please see the NTA's response to Issue 2 in this report
NTA-C14-979	Risk of subsidence and sinkholes will be increased.	Please see the NTA's response to Issue 16 in this report
NTA-C14-979	Approx. 6000 school children's attend schools in the area- more research would inform these students travel from outer suburbs. These plans do not provide viable alternatives for parents of younger children. Parent are dropping children on their way to wor	Please see the NTA's response to Issue 4 in this report
NTA-C14-979	Effecting existing on-street parking in Rosebank.	Please see the NTA's response to Issue 10 in this report
NTA-C14-980	The following are my points as to why I would like the proposal to be halted until there is constructive communication with the residents of Douglas (South Douglas Rd, Turners Cross, Maryborough, Ballinlough, well Road, Ballintemple, Grange, Donnybrook) :How much time will be saved by implementing the Maryborough to city proposal? (I am hearing at best 14mins?)	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-C14-980	The following are my points as to why I would like the proposal to be halted until there is constructive communication with the residents of Douglas (South Douglas Rd, Turners Cross, Maryborough, Ballinlough, well Road, Ballintemple, Grange, Donnybrook) :What is the alternative plan for children being dropped and collected from school?	Please see the NTA's response to Issue 4 in this report
NTA-C14-980	The following are my points as to why I would like the proposal to be halted until there is constructive communication with the residents of Douglas (South Douglas Rd, Turners Cross, Maryborough, Ballinlough, well Road, Ballintemple, Grange, Donnybrook) :What will be the impact on the Elderly residents of Douglas. Is your plan Elderly- friendly or will it be restrictive to their lives?	Please see the NTA's response to Issue 17 in this report
NTA-C14-980	The following are my points as to why I would like the proposal to be halted until there is constructive communication with the residents of Douglas (South Douglas Rd, Turners Cross, Maryborough, Ballinlough, well Road, Ballintemple, Grange, Donnybrook) : Busgates- where will the cars be filtered too? Old roads in linking parks not suitable for increase filtered traffic volume.	Please see the NTA's response to Issue 2 in this report
NTA-C14-980	The following are my points as to why I would like the proposal to be halted until there is constructive communication with the residents of Douglas (South Douglas Rd, Turners Cross, Maryborough, Ballinlough, well Road, Ballintemple, Grange, Donnybrook) : Increase traffic volume, air and noise pollution in Rosebank.	Please see the NTA's response to Issue 5 in this report
NTA-C14-980	The following are my points as to why I would like the proposal to be halted until there is constructive communication with the residents of Douglas (South Douglas Rd, Turners Cross, Maryborough, Ballinlough, well Road, Ballintemple, Grange, Donnybrook) :Loss of onstreet parking in Rosebank.	Please see the NTA's response to Issue 10 in this report
NTA-C14-980	The following are my points as to why I would like the proposal to be halted until there is constructive communication with the residents of Douglas (South Douglas Rd, Turners Cross, Maryborough, Ballinlough, well Road, Ballintemple, Grange, Donnybrook) : Destruction of Beautiful Mature Trees in Douglas. (biodiversity/climate change). Destruction of Historic Medieval stone walls. Destruction of the visible landscape of Douglas. (Mental heath/wellbeing)	Please see the NTA's response to Issue 1 in this report
NTA-C14-980	The following are my points as to why I would like the proposal to be halted until there is constructive communication with the residents of Douglas (South Douglas Rd, Turners Cross, Maryborough, Ballinlough, well Road, Ballintemple, Grange, Donnybrook) :I have concerns of the shared footpath/cycling Lane and driveway access to homes.	Please see the NTA's response to Issue 11 in this report
NTA-C14-980	The following are a list of concerns I would like to be given answers toEnvironmental impact studies. Traffic modeling studies. Health and safety reports. Which ordnance survey maps have been used?.	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C14-982	<p>The proposal as presented will have a personal impact on my family from a Health and Wellbeing point of view due to the loss of mature trees and the consequence impact on local biodiversity. There will be an increase in light, air and noise pollution as a result of the removal of the mature trees along the Douglas Road. Replacement trees will not replace like with like (new trees for mature trees). The Douglas Road area is one of the last beautiful green urban corridors into the city and to destroy it in a time of climate emergency is highly questionable. This proposal defies the scientific and ecological knowledge of the benefits that nature has on our environment, which we know is a proven fact. Trees help with shading, flooding and carbon sequestration. This proposal also destroys the most trees of the 10 routes reviewed.</p> <p>Cork city is a medieval city and abounds in character, no less the Douglas Road and surrounding Parks. The walls along the Douglas road are historic stone wall boundaries and are recorded as protected structures. There are approximately 50 recorded structures on the National Monuments Archive. The route chosen is worst for the impact it has on visual landscape and character.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C14-982	This area is noted for subsidence and sinkholes, the risk of which will be increased by the construction process that will have to take place in the area. The level of noise pollution will be compounded during this process.	Please see the NTA's response to Issue 16 in this report
NTA-C14-982	This local area is an extremely large catchment area for schools with approximately 6,000 students coming into the locality for schools, many from the outer suburbs. Most of the traffic in the morning is due to schools and the plans proposed does not provide a viable alternative to parents. It does not address the car congestion in Douglas Village.	Please see the NTA's response to Issue 4 in this report
NTA-C14-982	Your plans work on the assumption that widening the Douglas Road slightly to allow room for cycling and more buses will suddenly stop people from driving their cars and solve the congestion problem in Douglas village. In fact, your plan actually compounds the congestion problem in Douglas village.	Please see the NTA's response to Issue 6 in this report
NTA-C14-982	There were no traffic surveys carried out in advance and no route analysis regarding car induced demand. It is completely contrary to the plans previously proposed by the CMAT, Cork city Cycling Plan and DLUTS plan.	Please see the NTA's response to Issue 7 in this report
NTA-C14-982	In other European cities of similar size to Cork, the reallocation of existing road space to the public and for active travel is a priority. They work with what they have, not destroy what is in place already. There are cheaper and greener alternatives such as traffic measures (reduce the speed limit to 30kph, school bus service, that do not involve road widening or tree loss.	Please see the NTA's response to Issue 3 in this report
NTA-C14-982	As an impacted resident I am asking that a more environmentally friendly and least destructive option to the local neighbourhood is given consideration. The whole of the Ballinlough area including the surrounding Parks will be impacted due to the operation of the bus gates at certain times which will not alleviate the numbers of cars coming into the area, due to volume of school related traffic in this locality.	Please see the NTA's response to Issue 2 in this report
NTA-C14-984	Firstly current plans for a Bus Gate on the Douglas Road are laughably unrealistic for improving the traffic situation there. The St Patrick's St Bus Gate is never enforced, eliminating its usefulness and clearly a similar situation will develop in Douglas. Even if it is enforced the private traffic will only relocate to the South Douglas Road and then re-join the main Douglas Road via any number of connecting streets such as Claremont Avenue, Belvedere Lawn, Tramore Lawn, Rhodaville Estate, Ballincurrig Park and Cross Douglas Road, thereby bypassing the Bus Gate and delivering no benefit to the area or commuters. Similar Bus Gates will be required on all of these roads and from Eglantine Park if private traffic is to be removed from the Douglas Road to facilitate improved bus transportation.	Please see the NTA's response to Issue 15 in this report
NTA-C14-984	inclusion of a shared cycle and pedestrian path on the Douglas Road in the revised plans. I strongly believe that a shared path poses significant drawbacks for both cyclists and pedestrians. It has the potential to compromise the safety and comfort of both groups, leading to potential conflicts and accidents. In the interest of creating a truly efficient and safe transport system, it is essential to reconsider the feasibility and desirability of a shared path and instead install separate footpaths and cycle lanes	Please see the NTA's response to Issue 9 in this report
NTA-C14-984	If land is to be CPO'ed and trees removed, which unfortunately will be required in certain areas of the Douglas Road, then the least that is to be expected is that proper and adequate facilities are then installed.	Please see the NTA's response to Issue 13 in this report
NTA-C14-985	We live in a park off the Douglas Road and walk and cycle it every day. Our property isn't impacted by the proposal / CPO, like that of some of our neighbours but it will completely change our neighbourhood if the NTA carry out what they are proposing.	Please see the NTA's response to Issue 13 in this report
NTA-C14-985	The NTA is proposing to destroy vast numbers of mature trees and old walls that make up the green corridor that is the Douglas Road and replace it with a concrete corridor without any character. This will impact local biodiversity and the quality of life for all the people who live in the neighbourhood.	Please see the NTA's response to Issue 1 in this report
NTA-C14-985	The NTA proposed their plans without even carrying out a traffic survey in advance. At worst, the traffic lasts only a couple of hours, at most, morning and evening.	Please see the NTA's response to Issue 7 in this report
NTA-C14-985	Nothing in these plans will alleviate school traffic and deliver students to school safely, for example, a school bus service.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-985	Our preference would be to trial the bus corridors and traffic calming measures first before going any further.	Please see the NTA's response to Issue 3 in this report
NTA-C14-986	Are there any changes in enforcement planned as part of the scheme? Current parking rules aren't enforced so a reduction in parking spaces available will be ineffective or counter productive without a change in enforcement. Introduction on ANPR system is required to enforce bus gates, enforcement of yellow box junction and red light cameras required also.	Please see the NTA's response to Issue 10 in this report
NTA-C14-986	Douglas road is a busy road & bus route but its also very narrow at parts and isn't ideal or (as far as I'm aware) widely used as a cycle route currently. Douglas road can certainly be improved as a cycle route but the plan should be about necessarily be about getting from A (Maryborough) to B (city) in the shortest route possible. Complimentary routes along ballinlough road & south douglas road would improve infrastructure and access along the entire corridor rather than the end points.	Please see the NTA's response to Issue 8 in this report
NTA-C14-986	Rather than excessive road widening, I'd like to see improved access to other cycle routes. Maryborough/Rochestown has the existing Mahon Point/Blackrock Greenway to city route Douglas village/Frankfield/Grange to Tramore valley Park, South Douglas road, capwell road, evergreen road into the city - mixture of segregated cycle lanes, and quiet street treatment. Cross-Ballinlough route from Tramore Valley Park (STC H) to Douglas Road (STC I) to Boreenamanna road (STC J) Existing bridge access from frankfield/Grange to TVP New entrance to TVP at Greenhills estate. Existing cycle lanes on south Douglas road Improve junction at existing quiet street rosebank Improve junction past Gus Healy pool leading to japanese gardens	Please see the NTA's response to Issue 8 in this report
NTA-C14-986	Improve existing quiet street at Beechwood park (St. Anthony's school) New pedestrian entrance at Elm Grove to Ballinlough park Link into Boreenamanna STC	Please see the NTA's response to Issue 9 in this report
NTA-C14-986	Retention of heritage walls & mature along Douglas road where possible. I believe the most important aspect of STC I is to achieve a high frequency, consistent bus route, hopefully this can be achieved by bus gates and removal of some on-street parking.	Please see the NTA's response to Issue 1 in this report
NTA-C14-986	Improved cycle paths and footpaths is a bonus. With that in mind, I question if the 6m cross section of shared surface at the narrowest points is required. At the narrowest points, 3m traffic & a 1.5m cycle lane in each direction with a single 1.8m footpath would reduce the proposed cross section by 1.2m and still be a massive improvement on the current situation.	Please see the NTA's response to Issue 8 in this report
NTA-C14-986	CPOs should be reserved for pinch points rather than widening the entire length of the road. Specifically, I believe a single footpath on south side of the Douglas road between Beechwood place and Rhodaville is sufficient. No inbound bus stops and mostly detached houses with large private drive ways on the north side of Douglas road	Please see the NTA's response to Issue 13 in this report
NTA-C14-986	3 Toucan crossings provide adequate local and through access - Rhodaville, Rosebank/woolhara & Beechwood place.	Please see the NTA's response to Issue 9 in this report
NTA-C14-986	I support the new bus stop locations If CPO & road widening is required, is it possible to retain the historic walls and place the cycle path the far side? E.g. a 3m strip inside the walls of Knockree house, leaving the walls intact? Where boundary changes are necessary, what is the commitment to re-instate walls & trees? Is it planned to replace each mature tree with a semi-mature one? Are the plans to re-build any destroyed walls in a similar style?	Please see the NTA's response to Issue 8 in this report
NTA-C14-992	Following a review of the revised plans for the road, I do not believe the loss of property/the destruction of the heritage of the route/ and the destroying of the environment are in any way justified.	Please see the NTA's response to Issue 1 in this report
NTA-C14-992	The plan does not address the issue, which is the pinch-point of traffic in the village, indeed it will make the situation worse for a greater many of users on the south side of the city, and lead to loss of commercial activity in the village.	Please see the NTA's response to Issue 22 in this report
NTA-C14-992	The school traffic access has in no way been addressed, with over 6000 pupils in proximity to the road, and this issue alone will lead to major congestion in all surrounding roads.	Please see the NTA's response to Issue 4 in this report
NTA-C14-992	I am calling for a 3rd round of consultation, with use of traffic modelling, to support any revised plans, taking into account the way the road is actually used, the continued use of the access points of the link to support revised plans, for the village, in consultation with the city engineers, and the trialling of any plans for at least 3 years before any destruction takes place	Please see the NTA's response to Issue 7 in this report
NTA-C14-992	Any plans must be trialled over at least 2 winters to get a true picture of how the bus gates together with possible one-way systems using the relief roads in the village, while maintaining access to businesses could improve the overall situation for everybody.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C14-1001	<p>The proposal as presented will have a personal impact on my family from a Health and Wellbeing point of view due to the loss of mature trees and the consequence impact on local biodiversity. There will be an increase in light, air and noise pollution as a result of the removal of the mature trees along the Douglas Road. Replacement trees will not replace like with like (new trees for mature trees). The Douglas Road area is one of the last beautiful green urban corridors into the city and to destroy it in a time of climate emergency is highly questionable. This proposal defies the scientific and ecological knowledge of the benefits that nature has on our environment, which we know is a proven fact. Trees help with shading, flooding and carbon sequestration. This proposal also destroys the most trees of the 10 routes reviewed.</p> <p>Cork city is a medieval city and abounds in character, no less the Douglas Road and surrounding Parks. The walls along the Douglas road are historic stone wall boundaries and are recorded as protected structures. There are approximately 50 recorded structures on the National Monuments Archive. The route chosen is worst for the impact it has on visual landscape and character.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C14-1001	This area is noted for subsidence and sinkholes, the risk of which will be increased by the construction process that will have to take place in the area. The level of noise pollution will be compounded during this process.	Please see the NTA's response to Issue 16 in this report
NTA-C14-1001	This local area is an extremely large catchment area for schools with approximately 6,000 students coming into the locality for schools, many from the outer suburbs. Most of the traffic in the morning is due to schools and the plans proposed does not provide a viable alternative to parents. It does not address the car congestion in Douglas Village.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1001	Your plans work on the assumption that widening the Douglas Road slightly to allow room for cycling and more buses will suddenly stop people from driving their cars and solve the congestion problem in Douglas village. In fact, your plan actually compounds the congestion problem in Douglas village.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1001	There were no traffic surveys carried out in advance and no route analysis regarding car induced demand. It is completely contrary to the plans previously proposed by the CMAT, Cork city Cycling Plan and DLUTS plan.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1001	In other European cities of similar size to Cork, the reallocation of existing road space to the public and for active travel is a priority. They work with what they have, not destroy what is in place already. There are cheaper and greener alternatives such as traffic measures (reduce the speed limit to 30kph, school bus service, that do not involve road widening or tree loss.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1001	As an impacted resident I am asking that a more environmentally friendly and least destructive option to the local neighbourhood is given consideration. The whole of the Ballinlough area including the surrounding Parks will be impacted due to the operation of the bus gates at certain times which will not alleviate the numbers of cars coming into the area, due to volume of school related traffic in this locality.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1006	Have no idea why some residents want to keep the status quo where large parts of the route don't even have footpaths for pedestrians. I don't think the desire of a few to maintain the current situation with terrible traffic, bad public transport and cycling facilities should come before progress for our city. We need to reduce the reliance on cars.	Please see the NTA's response to Issue 20 in this report
NTA-C14-1006	Cycling is a great way to navigate Cork, with one fundamental problem, it's unsafe to ride on the road with cars. This plan would give everyone in Douglas/Maryborough a fully segregated path right to the city and back.	Please see the NTA's response to Issue 20 in this report
NTA-C14-1006	Douglas and the surrounding areas are ruined by traffic. The only way this will get better is by encouraging more people onto buses and cycling. This is what this plan will do. If we do nothing this will only get worse as the city grows.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1012	I object to the bus corridors on the Douglas Road. I don't see the consideration for people dropping children to the schools and childcare facilities on the Douglas Road. Traffic will be pushed to Ballinlough and South Douglas Road, adding to the chaos there.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1016	Fundamentally I object to road widening as the solution, particularly along the Douglas Road. The loss of old trees and mature stone walls will have a destructive effect on the neighbourhood and render it devoid of character. The space gained by the proposed destruction is only marginal in many areas. The loss or damage to trees is of particular concern, with impacts on the environment and local biodiversity. My children cycle or walk to school and it is in my interest for everyone to have a safe and pleasant commute. I do not believe however that the plans as proposed are a workable solution.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1017	The proposal as presented will have a personal impact on my family from a Health and Wellbeing point of view due to the loss of mature trees and the consequence impact on local biodiversity. There will be an increase in light, air and noise pollution as a result of the removal of the mature trees along the Douglas Road.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1017	Replacement trees will not replace like with like (new trees for mature trees). The Douglas Road area is one of the last beautiful green urban corridors into the city and to destroy it in a time of climate emergency is highly questionable. This proposal defies the scientific and ecological knowledge of the benefits that nature has on our environment, which we know is a proven fact. Trees help with shading, flooding and carbon sequestration. This proposal also destroys the most trees of the 10 routes reviewed.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-1017	Cork city is a medieval city and abounds in character, no less the Douglas Road and surrounding Parks. The walls along the Douglas road are historic stone wall boundaries and are recorded as protected structures. There are approximately 50 recorded structures on the National Monuments Archive. The route chosen is worst for the impact it has on visual landscape and character	Please see the NTA's response to Issue 1 in this report
NTA-C14-1017	This area is noted for subsidence and sinkholes, the risk of which will be increased by the construction process that will have to take place in the area. The level of noise pollution will also be compounded during the construction phase.	Please see the NTA's response to Issue 16 in this report
NTA-C14-1017	This local area is an extremely large catchment area for schools with approximately 6,000 students coming into the locality for schools, many from the outer suburbs. The majority of the traffic in the morning is due to schools and the plans proposed does not provide a viable alternative to parents	Please see the NTA's response to Issue 4 in this report
NTA-C14-1017	. It does not address the car congestion in Douglas Village. Your plans works of the assumption that widening the Douglas Road slightly to allow room for cycling and more buses will suddenly stop people from driving their cars and solve the congestion problem in Douglas village. In fact, your plan actually compounds the congestion problem in Douglas village.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1017	There were no traffic surveys carried out in advance and no route analysis regarding car induced demand for this area. It is completely contrary to the plans previously proposed by the CMAT, Cork city Cycling Plan and DLUTS plan which laid out viable alternatives.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1017	There were no traffic surveys carried out in advance and no route analysis regarding car induced demand for this area. It is completely contrary to the plans previously proposed by the CMAT, Cork city Cycling Plan and DLUTS plan which laid out viable alternatives.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1017	In other European cities of similar size to Cork, the reallocation of existing road space to the public and for active travel is a priority. They work with what they have, not destroy what is in place already. There are cheaper and greener alternatives such as traffic measures (reduce the speed limit to 30kph, school bus service, that do not involve road widening or tree loss.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1017	As an impacted resident I am asking that a more environmentally friendly and least destructive option to the local neighbourhood is given consideration. The whole of the Ballinlough area including the surrounding Parks will be impacted due to the operation of the bus gates at certain times which will not alleviate the numbers of cars coming into the area, due to volume of school related traffic in this locality.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1022	These bus gates are designed to take cars off the Douglas Road which will in turn force those cars on to unsuitable side roads. Removing traffic from main arteries such as the Douglas Road will be of no benefit if that traffic is driven into smaller roads running through residential areas. This raises environmental issues in relation to air pollution, but it also puts lives at risk in those communities.Extra traffic on these side roads will be detrimental to those residents seeking to effect genuine local access. The primary issue in this area is not circulation on the Douglas Road but congestion in Douglas Village.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1022	Please show us the traffic survey we assume you have undertaken if it is indicating anything different.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1025	I work in St. Finbarrs Hospital Douglas Road. My car journey time will be increased and frustrated as the bus gates at either end of the road would remove direct access to Douglas Road. As a result of bus gates, there will be increased traffic on all the roads adjoining the Douglas Road. This will cause pandemonium at school drop off and pick up times in several schools in surrounding areas.I do not support removing the fingerpost roundabout and replacing it with traffic lights.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1025	A roundabout was removed from the Junction at West Douglas Street and Willow Park Road near Gaelscoil na Duglaise. This was replaced with signalised traffic lights. I live at the top of Donnybrook hill. These particular lights slowed down the traffic immensely coming from Donnybrook and caused traffic congestion. Because of this change, 3 of my colleagues and I start work 40mins earlier at 7.20AM.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1026	I believe the creation of Sustainable Transport Corridors across Cork City will be of great benefit to the entire city, as it will prioritise active modes of travel and public transport over the use of private vehicles. Private vehicles have been prioritised for too long and has lead to increased traffic, noise pollution and air pollution, while decreasing the safety for movement for others!	Please see the NTA's response to Issue 5 in this report
NTA-C14-1026	The enforcement of bus gates along Douglas Road. Patrick's Street in the city centre is supposedly a bus gate at certain times of the day, but this is ignored by the public. If there are no enforcement measures present on Douglas Road, people will ignore the bus gate and continue to drive along these roads. . I understand it would be difficult to implement barriers or tactile paving to prevent private vehicles, as the road is proposed to be used by all forms of transport outside of peak hours.	Please see the NTA's response to Issue 15 in this report
NTA-C14-1026	I could not see any access to the Douglas Community School Astro Pitch. There is currently an entrance south of the existing bus stop, but this appears to have been removed. Is access proposed in this area or has it been relocated?	Access to Douglas Community School Astro Pitch is to be reinstated.

Reference	Statement	NTA Response
NTA-C14-1026	Another observation I had in relation to all STC's is that in some cases bikes lane go from one on each side of the road, to becoming two on the same side. An example of this is on map 8 of STC J. it would be better to continue all bike lanes on the same side of the road along the entire STC, instead of having to try and manoeuvre through traffic to get to the other side of the road. I believe keeping bikes lanes continuing on the same side of the road would make it safer for cyclists.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1026	I am in favour of the change of the Fingerpost roundabout in map 10 to a signalised junction. The existing roundabout is dangerous, as vehicles travel through the roundabout at high speeds. I have a similar concern about enforcement of the bus gate on Church Street as highlighted above.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1029	Destruction of natural environment, no impact study has been undertaken.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1029	Wider road - dangerous to cross for children and older people.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1029	Concern about accessing and leaving my park during bus gate hours.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1029	No attention given to completely unreliable bus service which will not change with a road change.	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-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1030	I propose that the bus time's be improved. Run shuttle buses for busy time's during the day.	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-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1030	There is 1 park and ride servicing the City.	Please see the NTA's response to Issue 21 in this report
NTA-C14-1030	Why not leave the cycle lane as it is on the main road and have reduced speed at certain sections of the road. Traffic lights also need to be in sync with the volume of traffic passing through at a particular time.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1030	There has to be another alternative for taking people's garden's. On one hand you talk about climate change and the wipe out of forest's and then it's proposed to take out beautiful mature tree's and limestone wall's that have been there for 100's of year's.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1032	I am keen to see more people leave their cars at home and utilise the bus system - particularly on the Douglas Road along which I am resident. This NTA plan in its current form is not going to deliver this in my opinion.	Noted.
NTA-C14-1032	Most of the traffic congestion occurs during school drop off times. In the summer and school holidays traffic mostly flows well. I have observed less congestion myself as I walk about the area - working from home for many seems to have had a positive impact on traffic levels .A comprehensive school bus travel scheme should be researched and delivered to encourage public transport utilisation at these times, this would really help.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1032	This is not a separate issue. Another pinch point is Douglas Village . Douglas Road itself is not the problem or at least not the main problem to require such a radical plan of huge upheaval and questionable returns to the public and indeed the tax payer .	Please see the NTA's response to Issue 6 in this report
NTA-C14-1032	I can't believe that this plan has been progressed to this point without adequate traffic and environmental studies done .	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C14-1032	Douglas Road has a lovely green urban feel with old walls and irreplaceable mature trees. To suggest and indeed encourage their removal when they provide so many benefits to the area is really upsetting, it's destructive. Your representative on the radio stated that 'only' 700 trees in Cork are now earmarked to be removed rather than the initial number of 1400 like we should be happy about that. This is where we live and enjoy our urban environment and I think this is truly shocking . Concrete is environmentally unfriendly , ugly and this is what is proposed to replace the green corridor of trees and historic walls. All character gone .	Please see the NTA's response to Issue 1 in this report
NTA-C14-1032	The area is prone to subsidence issues so massive works on the road and resulting funnelling of cars along secondary narrow streets could cause huge problems.	Please see the NTA's response to Issue 16 in this report
NTA-C14-1032	The tree removal would fly in the face of our attempts to address the biodiversity crisis which is real and urgent. Once gone there are no substitutes. Mature trees are crucial . Even the governments own Climate Action Plan seems unconcerning to the NTA and frankly I don't have any faith in this plan to Deliver anything that would make the large scale destruction and removal of the trees and old walls and gardens justifiable. This should be a last resort .	Please see the NTA's response to Issue 1 in this report
NTA-C14-1032	There's still a determination to ram these proposals in on our neighbourhood and community in the face of broad opposition and without seeming due care and real practical consideration. These proposals are drastic . No one wants to make things worse on the road or to funnel traffic chaos to more residential side streets .	Please see the NTA's response to Issue 2 in this report
NTA-C14-1032	It will take a lot to get people to leave their cars. I don't think chopping down mature trees for road widening and inadequate cycle lanes is justifiable. It is too much to sacrifice . Air and noise pollution would also increase and the mental health benefits of living with nature as all communities should would be negatively impacted, The Buses should be invested in	Please see the NTA's response to Issue 1 in this report
NTA-C14-1032	Trial changes to traffic routes should be implemented to gain real data . It's so upsetting to feel that so many voices saying the same thing are not being he	Please see the NTA's response to Issue 3 in this report
NTA-C14-1038	The only alternative is to make the south Douglas road and main Douglas road one way systems. This will facilitate the introduction of bike lanes and footpaths on the Douglas Road as required.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1038	Map 10: Your commitment to getting rid of the Fingerpost Roundabout in Douglas is indicative of the overall gormless approach that Bus Connects has taken to this project. You have absolutely no idea of the impact to the local environment and people that you are undertaking.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1038	Map 1: Why would you get rid of the two way cycle lane that already exists on Anglesea street for lanes on either side of the road? Diminishing already excellent cycling facilities. Lads, two way cycle lanes should always take precedence over lanes on either side of the road. They're safer and feels less like your breathing in car fumes.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1038	(The bus gate by St Finbarr's hospital)- Where does the traffic go coming up the Southern Road? Onto the Capwell Road? Back via the Cross Douglas Road? I think that's unfair on the resident's of this area, to be burdened with this traffic at rush hour. Kids live there like. They play on the road along Capwell.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1038	Map 4 & Map 5: How do you think it's fair to propose taking away people's gardens when you haven't even undertaken a topographical survey of what you'll be taking?	Please see the NTA's response to Issue 13 in this report
NTA-C14-1038	Map 4 & Map 5: Make it a quiet street, one way traffic, bike lanes, footpaths, bish bash bosh. You can't turn neighbourhoods into dead zones for busses to barrel through. How do you think that would have support from people?	Please see the NTA's response to Issue 2 in this report
NTA-C14-1040	I am opposed to the changes on the Douglas Road and surrounding area because of the loss of mature trees and old stone walls etc., I believe that this route has the most negative effect on the local environment and heritage, these changes are unnecessary and will be irreversible. There are much cheaper and greener alternatives to improve bus transport that do not involve road widening or tree loss on this road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1040	Also as a direct result of your proposal I will lose my on street parking to which we use 24/7 and yes there is some room for us to move our cars off the street and park in the front of our house, however this will have a negative impact on our children and their safe play area. In the future how do you propose to alleviate my parking issue when one or all of our children have their own mode of transport.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1040	My family and I use the current network of roads to access local sporting clubs, including Nemo Ranger, Cork Con RFC, Douglas Lawn Tennis Club, Rochestown Swimming club and Aston Hockey pitches, your current proposal makes these journeys almost impossible going from one event to another with little or no time to spare, in fact it will have a negative impact on the environment and our family life by increasing unnecessary time in our car to transport our three very young children.	Please see the NTA's response to Issue 22 in this report
NTA-C14-1040	Now we find ourselves on the Douglas Road and even though our property is not subject to any compulsory acquisition, it is clear that access to my new home would be adversely impacted.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1040	Furthermore, traffic flows in the surrounding area would also be changed in ways that I cannot fully forecast and this in turn will have a negative impact on our family lifestyle.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-1040	Negative effects on our own personal property with regard loss of on street parking,	Please see the NTA's response to Issue 10 in this report
NTA-C14-1040	Possible drainage and subsidence issues.	Please see the NTA's response to Issue 16 in this report
NTA-C14-1040	Devaluation, loss of outdoor space and trees	Please see the NTA's response to Issue 13 in this report
NTA-C14-1040	Disruptive Construction process ROAD WILL ALMOST DOUBLE IN SIZE IN MANY SECTIONS!! Noise pollution – Buses 24/7 and increase in frequency	Please see the NTA's response to Issue 18 in this report
NTA-C14-1040	Light pollution and loss of shading via loss of mature trees Air pollution due to construction process, extra buses, loss of trees and biodiversity Traffic diversions	Please see the NTA's response to Issue 5 in this report
NTA-C14-1040	Access and Egress issues entering and exiting homes with bus lanes, cycle lanes and pedestrians – safety issue and likely to impede traffic flow	Please see the NTA's response to Issue 11 in this report
NTA-C14-1040	Loss of parking, loss of mature nature, uprooting residential community and neighbourhood.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1040	Devaluation of property due to being on 17 metre wide road, or due to no parking, or access issues	Please see the NTA's response to Issue 19 in this report
NTA-C14-1040	Route chosen (of the 10 routes looked at) destroys the most trees Route chosen scores joint worst for impact on biodiversity as per NTA – to me it looks like actual worst, but I'm not an expert! Not an environmentally sound option, likely fails EIA directives Replacement trees will not replace like with like (carbon sequestered by mature trees) One of the last green urban corridors. Attractive and soothing visual landscape.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1040	Recorded protected structures on the road Historic stone wall boundaries Approx. 50 recorded structures on the National Monuments Archive Route chosen worst for visual landscape and character	Please see the NTA's response to Issue 1 in this report
NTA-C14-1040	High risk area for subsidence and sinkholes – this risk will be increased for most of us by the construction process that will have to take place in the area Access issues for schools and local hospitals (St Finbarr's, the South Infirmary)	Please see the NTA's response to Issue 16 in this report
NTA-C14-1040	Issues with Process and Methods Letters only sent to homes with CPOs, all other residents hearing of scale of plans via word of mouth or local residents Short ad in newspaper or advertising flyer late August did not highlight any local issues Website long and convoluted Submission process is difficult to find and not completely straightforward Maps not to scale Maps out of date – several new houses since maps that were used Public information sessions in middle of summer – five corridors per session, non-specific information shared with residents.	Please see the NTA's response to Issue 12 in this report
NTA-C14-1040	Traffic surveys not carried out in advance	Please see the NTA's response to Issue 7 in this report
NTA-C14-1040	Extra lanes on Douglas road will not solve traffic congestion in Douglas Village	Please see the NTA's response to Issue 6 in this report
NTA-C14-1051	A new school has opened on the Carrigaline Road and another new school will be built in Ardarrig , Carrigaline Road. These two schools will generate a huge increase in bicycle traffic and I'm sure there will be an increase in use of battery powered scooters. Dedicated cycle lanes and one-way traffic lanes are the answer.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1051	To generate an increased use of the bus system, park and ride has been successful in other countries. Why is there no plans to provide a park and ride in Carrigaline, Passage West, Rochestown, Grange and Douglas. There is no mention of a school bus system, why not??	Please see the NTA's response to Issue 21 in this report
NTA-C14-1051	Removing footpaths and introducing two-way traffic on the Carrigaline Road and East Douglas Street with shared cycle use will not work. It is only a matter of time before we will have a serious or maybe a fatal accident involving a cyclist or pedestrian. The plan to pedestrianise East Village should be looked at again and traffic should be diverted to the relief road by Douglas Court Shopping Centre..	Please see the NTA's response to Issue 9 in this report
NTA-C14-1052	The use of bus gates in their current form is most likely going to result in people ignoring them. I would suggest that these need to be enforced properly and this needs to be considered in this plan. This could be by way of some form physical barrier that only allows permitted traffic through or through the use of cameras. Without this, the plan to reduce traffic on the Douglas is likely to be severely impacted.	Noted.
NTA-C14-1052	With regards to the bike lanes, I would strongly encourage some form of physical separation from the road. This is the only way to ensure traffic does not veer into the lane. Without people feeling that they, and their children, can use the bike lanes safely they will not be taken up.	Please see the NTA's response to Issue 8 in this report

Reference	Statement	NTA Response
NTA-C14-1052	The entrance to Endsleigh Estate residential park sees the addition of green area and trees which replaces a mass of concrete currently. However, if the plan works and more people use the bus then the school children leaving Regina Mundi will now have a very small amount of footpath to congregate on.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1056	Removing trees and replacing them with concrete/roads increases our carbon output and reduces the entire biodiversity of the area. Removing mature trees would have a horrific detrimental effect on the entire area's biodiversity and people's (both residents and people commuting through) own physical and mental wellbeing.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1056	There is no provision for park and ride facilities in the first phase. A public park and ride facility on the outskirts of Douglas village would alleviate a lot of this bottleneck as it could remove many of the private cars from the roads.	Please see the NTA's response to Issue 21 in this report
NTA-C14-1056	Also a dedicated school bus system to the local schools would be beneficial. School bus pickup from a park and ride could also be done to enhance the school bus service. Current traffic at peak times on the Douglas road and the surrounding areas is generated by car volume to schools.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1056	Douglas village remains the bottle neck for all modes of transport, bus, car, lorries, bicycles and until this area is improved widening the Douglas road is pointless	Please see the NTA's response to Issue 6 in this report
NTA-C14-1056	The round 2 option is lacking validated data to back up the claim that it can achieve its goal. CSO data is available on where people live/work and where their children go to school, it would give a great insight into travel patterns. Data is also available explaining where pupils reside and how they get to school.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1056	Many of the proposed bus gates are only going to force traffic into smaller more residential areas and create rat runs which are highly dangerous for all pedestrians and cyclists	Please see the NTA's response to Issue 2 in this report
NTA-C14-1056	Options that could be tested which are more cost effective and more environmentally friendly are improving park and ride facilities, improving the school bus transport system and increase the frequency of buses trial some bus gates/corridors during peak times. Gather traffic data over an extended period of time (minimum 2 years)	Please see the NTA's response to Issue 3 in this report
NTA-C14-1062	There are multiple primary schools (and secondary schools) in this area (St Anthony's, Eglantine, Our Lady of Lourdes, Christ the King, Douglas Com, Regina Mundi, Christ Ri), parents will not send their small children to school in public buses, it will push the traffic into the estates of Ballinlough which are not equipped for it.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1062	Enforce a 25 or 30km speed limit, using fixed cameras. This is far cheaper and will have the same outcome. Widening the Douglas Road via CPOs and removing mature trees etc. is also not required. Simply enforce a 25 or 30km speed limit, using fixed cameras. This is far cheaper and will have the same outcome.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1062	My understanding is that the cycle lane towards the city on the Douglas Road will be raised and there will be no footpath on this side. I can tell you from experience (I cycle to work every day) that people walk in normal cycle lanes (for example the cycle lane on Monahan road), if there is only one raised cycle lane on this side of the road, it will be used as a footpath, and this is dangerous for both cyclist and pedestrians. Just leave it as it is and enforce a speed limit! Cycling on the road is safer, as long as cars aren't speeding.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1062	As an alternative, setup school buses in locations on the perimeter of the affected area, for example, at Douglas Court, as a park and ride type option.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1062	I would also argue that most people no longer work in the city centre now anyway. More people work in the industrial estates outside the city like Little Island. You no longer need to go through the city to cross the river due to the tunnel. Accessibility should be improved for these places. Accessibility to the city centre can be improved via properly enforced speed limits, park and ride schemes on the peripheral of the city with perhaps cheap, short term e-bike and e-scooter rental schemes (in Riga one can rent e-scooters for 30c per minute with phone apps, everyone there uses them).	Please see the NTA's response to Issue 3 in this report
NTA-C14-1077	It is considered that the proposed development is likely to have significant and adverse impact on the retail and the service sector which is the bedrock of village life in Douglas. Douglas is designated in retail terms as a Level Two District Shopping Centre in the recently adopted Cork City Development Plan 2022-2028 (see Figure 2.8 Cork City 2040 Concept Plan) and it is difficult to see it reaching its full potential as such a designated centre if the current Bus Connect proposals The business environment and public's perception of Douglas, indeed the City Council's stated aspirations identified in the recently adopted City Plan, as a vibrant and vital centre, will be greatly damaged and furthermore the trading environment will be further worsened with additional reductions in parking and further removal of loading bays and restrictions on servicing access. Emergency access will be severely curtailed. The proposals are invasive and will restrict delivery of these development opportunities.	Please see the NTA's response to Issue 22 in this report

Reference	Statement	NTA Response
<p>NTA-C14-1077</p>	<p>Ensure the Current Bus App TFI Live be updated and upgrades to identify in real time accurate Bus arrival and departure times. This system is inadequate in its current form and does not give real time accurate information to people seeking to currently use Bus transport in Cork and Douglas. This is a system which is already in place but is not functioning properly.</p> <p>In order to fully inform members of the public and Business Community of the Douglas Bus Connects Corridor proposal, the NTA should undertake a trial run of the Bus Corridor through Douglas and onwards into the City Centre, in September of the proposed route. In this way Business in Douglas would see first hand the advantages proposed by the NTA and it would also identify any difficulties and weaknesses of the system.</p> <p>TFI bicycles should be introduced now in Douglas. It would be a positive addition to Douglas and one which would identify the immediate benefits of active transport in Douglas. The DBA would welcome such investment.</p> <p>The proposals to remove the Fingerpost Roundabout and Park adjacent (beside the Garda Station) is a retrograde step. The Fingerpost Roundabout is historically significant and synonymous with Douglas.</p> <p>As an Association we are deeply concerned for members who have business premises located at the junction of East Douglas Street with the Roundabout. In particular the GP Practice of Dr Hayes and his patients. It is unacceptable that car access to this thriving practice which provides a vital service to the Community of Douglas and beyond would be curtailed or interfered with either in the construction phase or final Bus Connects route once introduced. It is noted there is a Dental Practice and Veterinary Practice also in this vicinity. All these businesses are vital to the community and provide Employment and are a source of Rateable income to the Local Authority. It is not acceptable that any proposal would interfere with these vital services.</p> <p>Finally, due to the level of serious concerns and issues with the current proposals, the potential adverse risk to businesses / employment in Douglas, and the lack of availability of the Traffic Modelling Surveys, we would request that an additional round of Public Consultation and detailed engagement be allowed for this Route.</p>	<p>Please see the NTA's response to Issue 3 in this report</p>
<p>NTA-C14-1077</p>	<p>The single biggest change to the current roads network will be the prohibition of citybound traffic using the R610 Douglas Road to travel north at its junction with Well Road. This traffic will be re-routed to the R851 South Douglas Road or to R853 Well Road. A number of primary and secondary schools accessed from the Douglas Road and the Ballinlough Area contribute to morning peak hour flows in this direction. This pattern is unlikely to change implying that traffic will still traverse Douglas Centre to access these areas.</p> <p>There is a concern that the volumes of traffic being directed towards the South Douglas Road to gain access to the City Centre/ Ballinlough Area from Douglas Village will result in significant gridlock, resulting in a negative impact in terms of congestion and pollution in the Village Centre.</p> <p>The proposed scheme has the potential to result in significant traffic congestion through the Village Centre making it a 'no-go-area' specifically during peak periods. It is assumed that the proposed scenario has been traffic modelled to determine the extent and duration of this impact. The results of this modelling should be presented to demonstrate the extent of stress testing that has been carried out. Emergency access to the Village Centre during peak periods is a concern if the roads network is grid locked. The option of allowing a right turn from Main Street onto the Relief Road should be considered. The BusConnects scheme acknowledges that there will still be a requirement to accommodate the private car for certain journeys. The loss of on-street parking is a concern to businesses that operate after-hours such as the hospitality sector. The option of providing an off-road car park on the Barry's Field Site would replace parking currently provided on-street. This centrally located area could also be used as a Farmer's Market at weekends as well as catering for EV charging points and a 'Bike-to-Rent' docking station. The Village would benefit from these measures which currently do not exist. The Business Association would welcome the opportunity to further discuss the proposed scheme prior to it being developed to the next stage.</p>	<p>Please see the NTA's response to Issue 6 in this report</p>

Reference	Statement	NTA Response
NTA-C14-1077	<p>The key points arising from their attached document which should be read in conjunction with this submission.</p> <p>Even though the village is well served by public transport a significant number of people still travel by private car, particularly during the evenings; Figure 3 of the NHL document shows a complicated plan that will surely result in a complicated set of proposals and restrictions not only for those already familiar with the road layout in the village but also in particular those visiting the area. This is an incredibly complicated set of traffic and access restrictions. One questions whether such a dramatic intervention into the road network is required. A number of public realm enhancements are proposed and are welcomed. However, we also question whether these are necessary to facilitate the proposed access and traffic interventions. Could they not be delivered separately? The proposed prohibition of citybound traffic using the Douglas Road is questioned where it will be re-routed to South Douglas Road or to Well Road. The existing patterns of traffic on these roads is unlikely to change. The intention, as a result of the bus connects scheme, is to increase bus use from 26% to 50% but that means with the substantial preference now proposed for bus and significant inconvenience to users of private vehicles the aim is still for there to be only half of all travellers using bus post implementation. This means a significant number of vehicle users being inconvenienced with no significant gain in terms of modal shift towards bus. It is pointed out consequently that current traffic volumes will need to be accommodated on a network where capacity at junctions and along routes has been significantly reduced. There is significant concern that the volumes of traffic being directed towards the South Douglas Road to gain access to the City Centre/Ballinlough aArea from Douglas Village will result in significant gridlock, resulting in a negative impact in terms of congestion and pollution in the village centre. Persons visiting Main Street and wishing to return to the areas to the south of Douglas will also be directed towards this same junction. Given the level of congestion and delay already experienced in this area there is a real concern that a reliance on one junction (South Douglas Road/Douglas Link Road/West Douglas) could have negative impacts on traffic flow, including emergency access, result in a potential loss to business if people avoid the area. It is noted that no bus lanes are proposed through the village implying that buses will be sharing the same queue as normal traffic. A right turn onto the Douglas we object to the destruction of historic old stone walls, trees, some 100's of years old, natural habitats and bio-diversity. The visual landscape and character along the proposed routes will be destroyed for ever, and in our view will not solve the problem.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C14-1081	Being in a cul-de-sac we will not be directly effected, but the volume of traffic that will be diverted onto the side roads between Douglas and South Douglas roads, will no doubt represent a danger to pedestrians and children on these normally quiet streets. They will effectively become 'rat runs'	Please see the NTA's response to Issue 2 in this report
NTA-C14-1085	The main problem with the Douglas area plan in particular is that the pinch point of Douglas Village has not been addressed. The plans proposed will make the traffic worse due to factors that have been relayed to the NTA by the Douglas Road Residents group	Please see the NTA's response to Issue 6 in this report
NTA-C14-1085	If, the NTA is of the opinion that installing bus gates will make a significant difference to the traffic, then an obvious first step would be to install them on a trial basis to see if they make any difference or in fact make the situation significantly worse without destroying the heritage and environmental beauty of the Douglas Road	Please see the NTA's response to Issue 3 in this report
NTA-C14-1085	As a regular walker, I am dumbfounded by the suggestion that electric bicycles and electric scooters will have to share a pavement with pedestrians on a pavement which will be narrower than specified by EU regulations. I assume that the NTA is willing to accept full liability for any injuries caused to pedestrians by such an arrangement.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1085	No explanation has been supplied as to how the numerous residences and cul-de-sac roads are supposed to access the Douglas Road without causing a serious increase in the risk of accident. Cars leaving a property will now have to cross over a bus lane as well as bicycle lane and a pedestrian pavement.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1093	We, Coakley O'Neill Town Planning Ltd., are instructed by Circle K Ireland (Energy)Group Limited, Circle K House, Beech Hill, Clonskeagh, Dublin 4, to make this submission having reviewed the preferred route options, they are compelled to defend their right to operate the station without unwarranted or excessive impacts as a result of proposals set out in any scheme. In this respect, we ask the NTA to acknowledge that this is an established and permitted commercial business operating at this site within Douglas for an extended period. It has a strong reliance on passing trade, particularly vehicles	Please see the NTA's response to Issue 22 in this report
NTA-C14-1096	The roads are already busy without taking routes out of the system. All the side roads will be locked in with more traffic earlier in the morning.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1096	I do not agree with knocking trees that have been here a lot longer than any of us.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1101	When the proposed bus gates are opened in the AM and the PM what becomes of the traffic which would usually use these roads when the roads are closed off to them. The obvious alternative would be to funnel this traffic on to an already extremely busy South Douglas road in the AM and the PM, causing absolute chaos. With respect I suggest that a rethink is required.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C14-1102	The revised drawings for the road remove a number of important filter lanes designed to enable traffic turning on or off the road to do so in a safe manner. A prime example of this is the junction at Endsleigh Estate and Douglas Road which provides direct access to Eglintine and St Anthonys National Schools. Removing the two filter lanes to support outbound traffic turning left and inbound traffic turning right across the traffic will lead to significant congestion on the road and will unnecessarily delay buses	Please see the NTA's response to Issue 2 in this report
NTA-C14-1102	The impact of the revised proposals will be first felt in the very severe impact on our business while construction is ongoing. Project delivery on the Skehard Road, the bypass road in Carrigaline and other similar projects highlights that it is taking years rather than months to complete less complex changes. Secondly, it will be felt in the longer term in increased congestion caused by the removal of the filter lanes in our area, the removal of parking for the nearby Eglintine NS, the imposition of bus gates at peak times and the proposal that buses will stop in the lane to let off and pick up passengers.(Johnson & Perrott Motor Group, Douglas Road)	Please see the NTA's response to Issue 22 in this report
NTA-C14-1103	The scheme bizarrely now proposes an outbound Bus Gate at the entrance to St. Finbarrs hospital "beyond" the Ballinlough Road junction at a point on the road where no alternative route exists. Consequently, at times of operation prohibited vehicles will have to turn back and turn right onto the Ballinlough Road to proceed outbound. The scheme now proposes to convert Rosebank into two cul-de-sacs by way of a barrier mid way along its length which residents were not aware of at the time of the scheme presentation. The scheme as presented removes significant quantities of on street parking in several locations without providing any alternatives further disadvantaging local residents over those transiting through our neighbourhood.	Please see the NTA's response to Issue 17 in this report
NTA-C14-1107	As a resident of cork city, in Ballinlough, and an employee of a business located in the city centre, and student at UCC, I strongly support the proposed measures in this subsection of BusConnects Cork to reduce dependency on private motor transportation,	Please see the NTA's response to Issue 20 in this report
NTA-C14-1109	DIRECTION OF TRAVEL REVERSED ON BALLINLOUGH ROAD BETWEEN DOUGLAS ROAD AND BELAIR ESTATE' - My understanding of traffic on the Ballinlough Road is that currently it is only one-way between Bernadette Way and Belair NOT between Douglas Road and Bel Air. Are the plans to now install and reverse one way on the Ballinlough Road at all times between Douglas Road and Bel Air? If so, this causes an issue for anyone living on any section of the Ballinlough Road between Bel Air and Douglas Road. They cannot now travel directly to Ballinlough, their local community, or use the road to travel through estates like Castelgraina on to the Boreenmanna Road. 'PROPOSED LEFT TURN BAN' at Ballinlough Road - There used to be a ban on Right Turns many years ago at this junction. Now this proposal seems to be reversing this old (& perhaps discontinued) idea and permanently ban left turns on the Douglas Road. In combination with the above proposal, this means not only do residents not have direct travel to the nearby Tesco Express, they have to travel towards the city centre, away from Ballinlough and Douglas and find some place to turn around or travel by another convoluted route back to Ballinlough.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1113	If the Bus Connects plan were to go ahead and if the public's negative attitude to the Bus service in Cork were to remain the same as it is today, there is no guarantee that the proposed new bus lanes would not over time revert to normal traffic lanes if the increased demand for bus services fails to materialise	Please see the NTA's response to Issue 15 in this report
NTA-C14-1115	Huge concerns of the knock on effect of the proposed bus gate to other roads in the surrounding residential areas. How will road safety and speed be tackled on these primarily residential roads which include 3 primary schools, 2 secondary schools and several pre-schools?	Please see the NTA's response to Issue 2 in this report
NTA-C14-1117	Traffic will increase significantly and this part of Ballinlough road is not designed to support such volume of traffic.	Please see the NTA's response to Issue 17 in this report
NTA-C14-1117	Loss of parking space.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1117	Increased noise pollution due to increased volume of traffic.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1121	BusConnects using an outdated map that does not account for current planning developments Inadequate replacement car parking resulting in serious damage to the living amenity of residents along with the devaluation of property.	Please see the NTA's response to Issue 19 in this report
NTA-C14-1125	Can you reconsider the flows and priorities to ensure that it is possible to continue with local journeys, within our local areas? This is particularly important in Douglas village. The proposed flows are going to cause gridlock for anybody not travelling to the city. How do we access Douglas GAA, for instance, from the Maryborough side?	Please see the NTA's response to Issue 17 in this report
NTA-C14-1125	Lastly and separately, I appeal to you to avoid cutting down mature trees at all costs. They are simply irreplaceable, within our lifetimes. The few large mature trees that are left to us in Cork, are an absolute blessing in every way. They provide shade, a haven for nature and a lift for the soul of all who see them. They hold water and delay flooding. And that's quite apart from the CO2 and global warming element.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-1127	The western end of Ballinlough Road should not be entirely one-way, only the section that is already one-way should remain so (direction reversed), perhaps extended up to Carrigeen Park, but the section reaching from Carrigeen Park to Douglas Road should remain two-way so the residents on that section do not have to take an unnecessary detour. After all, the goal should be less traffic, not more.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1128	It appears that the Finger Post itself will be removed to make that roundabout which serves Maryborough Hill, Rochestown Road and Douglas a signalized junction. That roundabout is planted for biodiversity. We will lose that planting.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1128	Reeves Wood Those trees are a part of our heritage and a support for biodiversity. Surely there is a way to achieve the goals of BusConnects and respect nature and the human side of our environment at the same time.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1128	All of the project takes place in an important context. Will we have contactless ticketing? Will the buses be reliable? When will they be electric? Many areas do not need double decker buses when getting up to the top is not easy or stable for many. Do we know why people do and do not use public transport? Bus gates push drivers into housing estates and areas with children playing and narrow roads. Many will be unfamiliar with the area and the resulting congestion and confusion particularly at peak travel times will raise tensions.	Please see the NTA's response to Issue 15 in this report
NTA-C14-1133	We think that more detail is required on the plans affecting the Western End of Ballinlough Road (Bellair to Douglas Road). We are totally left unclear about the two following points: Which stretch will be affected by the planned reversal of travel direction? The entire route from Bellair to Douglas Road entrances on Ballinlough Road or only the section that is one-way as of now? (Bellair to Bernadette's Way)	Please see the NTA's response to Issue 2 in this report
NTA-C14-1133	We think that more detail is required on the plans affecting the Western End of Ballinlough Road (Bellair to Douglas Road). We are totally left unclear about the two following points: It is hard to make submissions when we don't know what the proposal exactly entails. There is talk of losses of car parking. Where exactly on that Western stretch of Ballinlough Road are they supposed to be. We heard it might be at the very Western end, between Marble Hall and Douglas Road, but no incoming traffic from Douglas Road will result in less traffic there so why should parking spaces be lost in that place?	Please see the NTA's response to Issue 2 in this report
NTA-C14-1140	STC I seems too be one of the most complex routes when it comes to rerouting (bus) traffic. Not only are Boreenmanna Road, Douglas Road and South Douglas Road already very busy, the interconnecting streets, such as Cross Douglas Road, are ill suited to carry increased traffic. Moreover, other Busconnects routes impact heavily as well (e.g. STC J from Mahon to City	Please see the NTA's response to Issue 2 in this report
NTA-C14-1140	We would ask that more detailed information would be given on the impact of alternative routes, particularly on those cross-linking streets so that meaningful submissions could also be made by residents that do not live on those roads that will serve as the bus corridors. Following from point 1 we ask that the consultation phase will be extended in order to allow for a detailed plan of alternative routes and their effects be published and, secondly, to allow residents to respond to those plans.	Please see the NTA's response to Issue 12 in this report
NTA-C14-1156	The scheme attempts to shoehorn what at first blush might be a logical design (there being widespread acceptance of the need for such a scheme) into an urban environment which quite simply is too small to accept it as conceived. Its only result will be to create further gridlock and consequent noise and air pollution at the dozens of pinch points that will be created.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1156	The Authority should be aware from the outset that the residents of the various areas are uniquely united in their opposition to the scheme as drafted and also well advised and resourced to oppose it. These resources will be deployed so that there will be no prospect of this scheme ever seeing the light of day in anything like the timescales envisaged, if ever. The current process should be put on hold, so as not to waste further public money, pending detailed street by street engagement with residents and other affected interests so that a scheme can be designed in a granular fashion to an overall plan rather than imposing an unworkable scheme from above.	Please see the NTA's response to Issue 12 in this report
NTA-C14-1159	The NTA ambition to implement a 12 meter-wide corridor in parts that are only six meters is not a workable solution	Noted.
NTA-C14-1159	the plan does not address the total mayhem which will result from thousands of parents trying to get their kids to the many schools in the area every morning. This will result in serious health and safety issues and may lead to injury and loss of life	Please see the NTA's response to Issue 4 in this report
NTA-C14-1159	at a time of climate crisis the proposed cutting down of 180+ mature trees, some dating back to the 18th century is criminal hundreds of individual plants, insects, animals and bird species are going to have their habitat interfered with the proposed plan involves the destruction of at least one mile of historic boundary walls some dating back 200 years.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1159	There could be a testing of some proposals such as those involving buses at peak times through the pinch points, for example through potentially the worst one at Douglas village	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C14-1160	We are residents of Loreto Park on the South Douglas Rd. For a number of years we have been attempting to lobby for the addition of speed ramps to our park as it is the only park that connects both the Douglas roads which does not have speed ramps. On a daily basis we observe motorists speeding through our park using it as a rat run to gain access to the Cross Douglas road. Our park is listed as having a 30kmph speed limit but this is completely ignored on an hourly basis and in some cases in an extremely dangerous manner while kids are playing on the street.	Noted.
NTA-C14-1160	The proposed bus connects corridor will funnel all of the daily traffic to and from Douglas down through the south Douglas road. This will not only be a extremely inconvenient from an access perspective to our homes in Loreto park, but it further adds to speeding traffic on our road. We are strongly opposed to the development for a number of reasons but traffic chaos which includes more speeding traffic are the primary issues.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1160	This change will destroy an entire suburban area and turn it into a car park during peak times of the day. This is totally unacceptable and unfair to the residents of this area. Many residents in this area are also elderly and impacting traffic to the extent suggested could also impact the accessibility to the parks between the two Douglas roads to emergency vehicles.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1171	the current proposal to include a bus gate at the Well Road at peak hours will inevitably have a consequence of funnelling traffic from the Well Road through residential streets, particularly via Hettyfield, Browningstown, Ardfallen and Eglantine Park as parents drop children to the four schools in the area	Please see the NTA's response to Issue 6 in this report
NTA-C14-1171	The bus gate proposal must be implemented on a pilot basis to understand the behavioural impact such a measure will effect, as should the removal of drop off facilities outside schools. In addition, consideration should be given to developing a one way system in conjunction with the South Douglas Road	Please see the NTA's response to Issue 3 in this report
NTA-C14-1171	In the event of impact on existing boundaries to provide adequate footpaths and cycle lanes along the Douglas Road, as indicated on Maps 4, 5 and 6 in particular, all stone from the existing cut stone boundary walls should be saved and the walls reinstated in the position of the new boundaries. This will mitigate to some extent the impact on the built heritage which gives Cork city its unique character. Likewise, where trees are proposed for removal they should be replaced in alternative locations.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1171	These roads are already heavily congested in the morning with school traffic and pedestrians, and this will be intensified by the current proposals. Increased traffic volumes through these narrow residential streets will pose a risk to pedestrians, particularly children walking to school, and also to cyclists. In addition, the impact of extinguishing existing drop off points on the Douglas road outside Eglantine School does not appear to have been considered.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1171	Before any physical intervention takes place, such as removing trees, acquiring gardens and removing existing stone walls, extensive studies of traffic impacts should be undertaken.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1171	The proposed Bus Gate would send traffic into narrow streets and residential areas, some of which are occupied by elderly people and some of which have schools along the corridor. These roads wouldn't be able to cope with the volume of traffic that commutes to and from the city at the times of the proposed Bus Gate. Neither would it be safe to do so. As it is, there are bottlenecks on these streets without adding to it. While the idea of improved public transport is a good one, thought needs to be given to where the traffic would be going to if the Bus Gate was in operation. It's not good enough to just say "not here". A viable alternative needs to be provided that wouldn't be detrimental, passing the problem on to someone else, and making things worse.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1174	properties in Beechwood Place are protected and work involving CPO and widening the road would have to take these into account, thereby continuing the protection.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1174	the loss of business for work places along the Bus Gate. For example, people have breakfast from Tesco, KFC, McDonald's etc along the route. Without access, many businesses are likely to lose out	Please see the NTA's response to Issue 22 in this report
NTA-C14-1174	Then there's the sewers to take into account. As it is, our sewer is very precarious. I have had two recent incidents with Irish Water within three weeks of each other (9772114917 and 4530177107), and these involved raw sewerage flowing into the street, into the garden and into the house. The sewer can't cope with any more, and this is before the development at the former Nemo Rangers site gets going. Without utmost care for the sewer and even improvements to it, any digging etc, that takes place could render the entire area unsafe to live. This is not the desired result.	Please see the NTA's response to Issue 16 in this report
NTA-C14-1174	The proposals in Douglas village take no account of current users and current traffic levels, only serving to divert traffic down roads that can't cope and thereby making things worse. Quality of life would be diminished. Safety would be compromised as a result of traffic finding alternative ways to get to/from the city, including passing schools, residential areas and narrow roads. Houses would be devalued. Traffic would be worse, not better, thereby nullifying any achievement of the aims of the proposal. Improving traffic at Capwell Road would be good, but not by the proposed means. Again, this is taking traffic away with no thought regarding where it's going to go.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-1174	How much compensation are the residents going to be given for the devaluing of their properties?	Please see the NTA's response to Issue 19 in this report
NTA-C14-1174	The impact of the disruption without providing means of access is severe. Then there's the issue of residents along the Bus Gate. Aren't they allowed commute to work during Bus Gate times? Aren't they allowed get to/from their own house? Without answering these questions, the proposed Bus Gate is a disaster. This proposal, combined with the Mahon one, mean that I wouldn't be able to commute to/from work in Mahon.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1174	The fact that there is a planning permission application for a major development at the former Nemo Rangers site, which would have major impact on traffic levels, isn't even mentioned. Any proposed Bus corridor would need to take this into account. The solution might involve multiple parties working together.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1177	Secondly the plan does nothing will not address car congestion in Douglas Village. Most traffic in the morning is due to schools and these plans do not provide viable alternatives to parents.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1177	Lastly I struggle to understand how such plans have no regard for the history, heritage and environment of the Douglas road. The plan will do a lot of damage to the biodiversity of the road and area removing mature trees.. The removal of such historic and iconic stone walls along the road will change the whole look and feel of the area.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1177	The NTA plan does not consider the residence of Douglas and their lives, creating barriers to their freedom and access to the city and county, whether that is to schools, shops, leisure or medical destinations to mention a few which are not serviced by public transport and will cause significant disruption to people's ability to move freely to and from their homes.	Please see the NTA's response to Issue 17 in this report
NTA-C14-1178	Traffic needs to be directed into the main arterial routes Douglas Road, South Douglas Road, Boreenmanna Roads which can accommodate bus lanes, cycle lanes, and traffic with minor widening of in some places and removal of some walls – this can be achieved by making the Douglas Road to one-way for cars with bi-directional cycle lanes with footpaths on both sides and the South Douglas Road one-way, in the opposite direction, for cars with bi-directional cycle lanes – this was part of the initial proposal and should be returned to.Both the Douglas Road and South Douglas Roads have excessive congestion and peak times leaving buses stuck and very danger conditions for cyclists – a one way system would resolve this.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1178	I would like to register my support for the proposals in the main. It should also be noted that the vast majority of people are not raising any objections to this plan. This is a heavily car dominated route which is very inefficient and polluting, it is unsafe and unwelcoming for pedestrians and cyclists.	Please see the NTA's response to Issue 20 in this report
NTA-C14-1178	Strongly supportive of the proposed bus lanes and increased bus frequency – this is an essential priority of the plan and needed for the future of Cork	Please see the NTA's response to Issue 15 in this report
NTA-C14-1178	Requires dedicated and protected continuous cycle lanes essential to encourage more people to cycle and help children cycle to school, cycling is a wonder family friendly active transport option, and e-bikes means people of any age and capacity can safely cycle	Please see the NTA's response to Issue 8 in this report
NTA-C14-1178	Implement 30 Km/H zone within the city to reduce speed and increase safety for all road users and pedestrians.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1178	The potential for increased traffic form roads off the Douglas Road should be seriously considered. Despite the hope changes the plan will bring even if a substantial makes modal transport changes there is still the likelihood of residential streets become rat runs – interventions should be made to prevent this such as the filtered permeability measure on Rosebank.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1178	A major source of local traffic is people insisting on driving their children right up to the school – more active transport measures need to be put in place surrounding the schools adjacent to this route – including restricting vehicle access to streets around the schools, and having protected cycle lanes to each school.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1178	The filtered permeability measure on Rosebank is a fantastic idea that will prevent the road being used solely for through traffic – it will create a much safer and welcoming environment for local residents especially older people. The one way systems on High Street/Southern Road are an excellent idea that will help transform those communities	Please see the NTA's response to Issue 17 in this report
NTA-C14-1178	Ensure that for any tree removed at least two are planted	Please see the NTA's response to Issue 1 in this report
NTA-C14-1183	I don't understand why the planners want to cut down the many beautiful trees on the Boreenmanna Road and on the Douglas Rd. This is an amazing area to live in and taking away the trees and widening the road to make a highway,takes away the character of this residential area. I completely disagree with these proposed plans to destroy the character of our neighbourhood where we live, the idea of this area being bulldozed and uprooted to make way for people who are travelling through our neighbourhood is most appalling. It just reminds me so much like what the Chinese State does to mature neighbourhoods.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-1183	I strongly disagree with Bus Connects changing the character of the area I live in. The area has always been very well serviced with buses down through the years, in recent times on the Skehard Road many trees were cut down for the present bus lane and widening of the road. In my view there is no obstacle for the buses on the road in this area, they appear to travel with ease from the Mahon area.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1183	The planners appear to be from outside and don't understand the unique City we have in Cork. Their idea to cut down the many beautiful trees and widen roads to create highways is most frustrating. It like we are living in China when the Communist party force there way in and bulldoze down an area, taking away the unique character of a neighbourhood and destroying people's property by taking away their land. The areas on the Douglas Road, Boreenmanna Road, Skehard Road are mature areas that have many beautiful trees, pavements and walled area to Private gardens.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1183	The idea that these planners want to take away Private property and gardens, on street parking, to make way for people passing through on buses is most outrages, this is our neighbourhood with an unique character, why are ye aiming to destroy it.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1183	During the day the buses pass also with ease and there is no delay. The idea to redirect road users from the main Douglas Road up through the Ballinlough residential area also does not make sense	Please see the NTA's response to Issue 2 in this report
NTA-C14-1184	The two bus gates on the Douglas Road will result in all the traffic on the Douglas Road to be pushed to the South Douglas Road. The South Douglas Road is already quite busy at peak times, this will result in no bus being able to get through on the South Douglas road on time so defeats the purpose of the new maryborough to city bus route.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1184	We currently have an excellent bus service with the 206 and 219. The 206 comes every 15mins from Grange. It is highly reliable even at peak times. As a 206 bus user to and from work for the last 10 years I cannot believe that you are causing this chaos.	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/buscconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1184	You essentially want to ruin this bus service which result in people on the South Douglas using their cars more as the new route from Maryborough will have to travel through the South Douglas Road into the combined traffic from the changes being made on the Douglas road. What will be the point in South Douglas Road residents getting the bus. The tail backs already on the South Douglas Road can be quite severe at evening time, again to combine this with the southbound Douglas Road traffic is utter madness. Each estate linking the two roads will have huge tailbacks affecting all residents.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1192	Many of the residents have proposed economically viable and less destructive alternatives to these plans yet they have not been listened to by the NTA. I suggest that these plans are seriously reconsidered and that the NTA cooperate with residents. This requires another round of consultations and discussions with residents.	Please see the NTA's response to Issue 12 in this report
NTA-C14-1192	As a young cyclist with a small child I am in favour of creating safer cycle routes but this can be done without tearing down mature trees and walls.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1192	It is disgraceful that the NTA have disregarded our views and opinions on how to improve transport links in a sustainable way. This whole process has been undemocratic, unnecessary and unreasonable. The NTA does not have my support to use tax payers money to destroy ecosystems and historic structures under their proposed plan.	Please see the NTA's response to Issue 12 in this report
NTA-C14-1203	I am writing as a resident of the South Douglas Road to express my concern over the knock-on effect STC I (Maryborough to City) will have on the road traffic on the South Douglas Road at peak times. This road is already subject to heavy traffic during peak times as things stand, and I fear that implementation of STC I will only encourage more cars onto the South Douglas Road (as well as auxiliary roads such as the Cross Douglas Road) at peak times due to the restrictions on cars that will be in place on the Douglas Road.I am sure I speak for many others on the South Douglas Road who are anxious about this potential increase in road traffic in our area. I ask that your plans for STC I be modified to reflect this.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1203	My elderly father lives alone in Ballyphehane and I have to drive to his house on an almost daily basis to help him and care for him. I fear that increased road traffic would make it more difficult to get to my father's house quickly should an accident ever happen, or if he needs me to drive over to him urgently.	Please see the NTA's response to Issue 17 in this report
NTA-C14-1207	the proposals to have a 3.0m wide 'shared space' for pedestrians and cyclists is just pointless - it will leave everyone dissatisfied. And that's before the road engineers start planting traffic signs in the middle of the cycle lanes and they are wont to do for mysterious but perverse reasons - see the newish cycleway near t'attitude on Parnel bridge.	Please see the NTA's response to Issue 8 in this report

Reference	Statement	NTA Response
NTA-C14-1207	Personally, I'll probably end up taking my chances cycling on the main carriageway instead of using the proposed 'shared space'. Dodging pedestrians on the proposed 'shared space' doesn't appeal. A similar unsatisfactory solution is implemented on Anglesey St with very narrow footpath adjacent to cycleway. This leads to conflict and undermines the objective of modal shifts to cycling.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1207	I wonder if the watered down plan will leave anybody happy. As a pedestrian I don't want cyclists on their bikes skimming by. As a cyclist I want to go fast and not worry about colliding with pedestrians. As an occasional bus user I've little faith in private motorists respecting the bus gates and other restrictions.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1207	At recent Ballinlough Residents Association meeting many residents welcomed the emphasis on active travel measures. However, there were suggestions from residents on the Douglas road to eliminate cycleways outside their houses. This is perfectly understandable but crazy - you cannot direct kids cycling to school into the main flow of traffic every few hundred meters.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1210	To minimise the negative impact to affected property owners I believe it would be appropriate to reinstate all walls on a like-for-like basis and replant any trees/hedging removed.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1210	I support the intent to widen the Douglas Road as planned. The road's narrowness at certain points is dangerous and additional space for cyclists and pedestrians will make it much safer	Please see the NTA's response to Issue 8 in this report
NTA-C14-1212	I observe an expected benefit of the Busconnects project is to move "more people to public transport" and the early introduction of additional park and ride facilities could provide a relatively quick win. A park and ride facility for the Douglas Road should reduce traffic volume more quickly than the disincentive of more difficult car journeys on less direct alternative routes.	Please see the NTA's response to Issue 21 in this report
NTA-C14-1212	I request the NTA prioritise the introduction of a park and ride facility for drivers coming to Douglas from the east and re-evaluate plans based on its effectiveness to moderate traffic volumes on the Douglas Road and adjacent streets	Please see the NTA's response to Issue 2 in this report
NTA-C14-1215	For many of the more elderly residents, this also adds an element of danger as they try to navigate their way through the increased traffic congestion and stressful driving situations or even walking to the local shops and services and road crossing.	Noted.
NTA-C14-1215	Having reviewed the proposals for the above bus corridor, we object to the proposal as we have grave concerns about the negative impact this will have on traffic congestion on the Main, South Douglas, and intersecting Roads.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1215	Resultant traffic on these roads will be almost at a standstill for much of the day and for residents of Trabeg Lawn, it will be practically impossible to get in or out of or park /cul de sac.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1220	For many of the more elderly residents, this also adds an element of danger as they try to navigate their way through the increased traffic congestion and stressful driving situations or even walking to the local shops and services and road crossing.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1220	Personal Impact: Compulsory Purchase Order (CPO) of a significant portion of our front garden is being proposed to facilitate this transport corridor.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1220	Personal Impact: Apart from the obvious loss to us of a section of our front garden, this will impact our drainage, and potentially cause subsidence. The Douglas Road is an area known for subsidence already.	Please see the NTA's response to Issue 16 in this report
NTA-C14-1220	In addition, we have completed two major pieces of renovation work in the front garden and front stone wall in the past few years at a very significant cost. We had the garden excavated from behind the front wall as it was causing the wall to push forward and become unstable. This required rebuilding of the wall and pillar, in a manner sympathetic to the original stone wall as this is a historic wall, which is on the Record of Protected Structures.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1220	Noise pollution: Most significantly of all, building a road that will double in size outside our drive will cause noise pollution not only while the construction is in progress over the number of years and months that it will take. Air pollution due to the construction process, extra buses, loss of trees and biodiversity will further impact on our health and well-being.	Please see the NTA's response to Issue 18 in this report
NTA-C14-1220	This new road will have massively increased in size, to 12 metres in fact, and will have more frequent buses 24/7 and an increase in traffic flow. Taking 6 metres or more from our front garden means all this noise will be even closer to our bedrooms and living spaces! This will impact on our health and well-being.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1220	Access and egress issues entering and exiting our home will be impacted by building works and diversions and when the proposed road is built, we will have to cross a traffic lane, bus lane, cycle lane and 2 metre footpath to enter our home. This could lead to safety issues and impede traffic flow. One member of our household is required to be on call medically for his job and must be able to access the road from the drive quickly and easily. He also must be able to get into work in 15 mins day or night. This will not be possible during the construction phase or indeed after completion of the proposed works. How will access be maintained when all this proposed work is going on?	Please see the NTA's response to Issue 11 in this report

Reference	Statement	NTA Response
NTA-C14-1220	It is very stressful having a potential CPO hanging over us and thinking about potentially very noisy and unnecessary construction. We bought this house and gardens on this road for our family because of its character, garden, residential community, and neighborhood. With the proposed widening of the road and extra noise and traffic, these will be impacted as we will be further away from neighbours across the road. We will be living on a soulless road that will promote isolation and loneliness.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1220	As mentioned previously our property, like many others on the road, is on the Record of Protected Structures, with historic stone wall boundaries. It is also in an Architectural Conservation Area. We have had to take great care to renovate and extend sympathetically in line with the nature of the property, as have many of our neighbours. The route proposed to be impacted therefore, is one of the most visually historic and character filled roads. This makes no sense and will alter the landscape of this beautiful road. With the current proposal the Douglas Road will be ruined, turned into a major thoroughfare with high volume traffic, buses, cars, and fast-moving electric bikes. The Douglas Road is a street that has evolved organically over many centuries. To alter it so drastically is not in line with Cork City Development Plans 2022-2028, which states "Built Heritage has evolved over centuries; it helps to create a sense of place and makes our neighbourhoods distinctive".	Please see the NTA's response to Issue 1 in this report
NTA-C14-1220	This will have a significantly detrimental effect on the local residents and the people who pass through the area. Once the road is altered it will become noisier and more hostile for pedestrians.	Please see the NTA's response to Issue 17 in this report
NTA-C14-1220	The route chosen of the 10 routes looked at destroys the most trees. This will massively impact on biodiversity, and so is not an environmentally sound option. Any replacement trees will not replace like with like, this being one of the last green urban corridors.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1220	The criterion for a CPO is not being met because the route is not essential and there are other alternatives available.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1220	Cork is different to other cities that the NTA has dealt with previously. In Dublin for instance there is huge employment in the city centre. This is not the case in Cork city. Most of the major employers of the region are not in the city centre. Apple and Stryker, for example, are in separate campuses in the periphery of the city. The major pharmaceutical companies are also not in Cork city centre but in the suburbs such as Little Island and Carrigaline. Consequently, there is less need for major transport routes into Cork city centre. Also, since Cov more people are working from their homes, again lessening this need.	Noted.
NTA-C14-1220	This raises the question as to where the assessment of need is for this plan? How many people travel this route per day? Have their opinions been gathered/assessed? How many people will transfer from car to bike or bus? How many people cycle up Maryborough Hill every day? There is no evidence presented in any of the documents as to the number of people who will benefit from this proposed corridor. For example, what is the population of Maryborough Hill? How many of these people travel along the Douglas Road to get to work in the city? And does this justify destroying the personal property of those who live on the Douglas Road, and their local environment at huge financial cost??	Please see the NTA's response to Issue 7 in this report
NTA-C14-1220	The problem with traffic on the Douglas Road is due to constrictions at either end rather than flow along the Road. There is good flow along the Douglas Road, but it is slow at either end, at the junction adjacent to Paddy the Farmers pub and at the other end at the junctions adjacent to Douglas village. Widening the road will not solve these problems but will potentially increase them.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1220	Issues as far as we can see from living here seem mainly due to traffic light sequencing and lanes of traffic within Douglas village itself. Maybe this could be looked at.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1220	. There is traffic at key times of the day around local school drop and collection that then disperses. Maybe school buses could be looked at.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1220	There is a dual carriageway that connects the Kinsale Road roundabout to the Elysian tower which is 4 minutes walk from the city centre. This is potentially a preferable route for the bus corridor suggested from Maryborough Hill.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1220	Apart from the obvious loss to us of a section of our front garden, this will impact our drainage, and potentially cause subsidence. The Douglas Road is an area known for subsidence already.	Please see the NTA's response to Issue 16 in this report
NTA-C14-1221	This is one of the few historic roads with beautiful trees and walls in cork city. This plan will do far more harm than good. I visit people in this area in their homes for work and the local community derives great pleasure from having nature in their urban environment. The proposed changes will destroy the nature on this road for little to no public transport benefit. It is not worth the harm.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1221	I don't think this plan will achieve the goal it wants because it won't get enough people out of cars as there are no alternatives to get children to school.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-1224	As a local resident and pedestrian commuter, I welcome the provision of footpath where there is currently none on the Douglas Road and the widening of existing footpath. This is much needed, especially in the morning when children and accompanying adults walk to school. At present pedestrians often have to take to the road to overtake or pass by other pedestrians.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1224	I do have a concern about the shared space for pedestrians and cyclists. Electrification has led to an increase in speed of bikes and scooters which makes me worry for the safety of pedestrians.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1228	The one way bus gate at the Douglas Road/Well Road junction is going to cause serious traffic implications for the surrounding residential areas. Have the NTA taken note of the number of primary/secondary schools in the area that have students who travel from the other side of Douglas village? If one cannot travel from the village to these schools along the Douglas Road it is going to have a huge negative effect on the surrounding residential areas close to the schools.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1228	The cycle lanes provided appear and disappear, no parent is going to let a primary school student travel along a cycle path that suddenly disappears and then shares with a bus lane (especially in Douglas Village itself), if the intention is to have cycle lanes used by school children then they need to be fully segregated.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1228	The bus routes suggested do not accommodate most of the schools in the area and leave a long walking distance from the bus stops for the children. Surely dedicated buses to the door of the schools from Rochestown, Maryborough, Mount Oval	Please see the NTA's response to Issue 4 in this report
NTA-C14-1228	The current proposal will have a detrimental effect on the area with the loss of beautiful tall mature trees along the road, it will totally destroy the look and feel of this historic, attractive and visually soothing road	Please see the NTA's response to Issue 1 in this report
NTA-C14-1234	There will be a huge loss to our neighborhood in the removal of mature trees. These trees provide shelter and privacy, not to mind protection from the noise of the main road. We will lose shade, be exposed to increased noise and lose air quality with the removal of these mature trees. The Douglas Road is a historical road in our city, with many original, historic stone walls. This plan is detrimental to the heritage and character of the road. It is a road with many protected structures, some of which will be adversely affected by this traffic management plan.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1234	The large increase in car journey distances and times made necessary by the proposed plan would greatly offset any environmental and sustained benefit from the BusConnects plan.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1236	This project would make public transport a viable option for commuting and hopefully reduce the serious congestion in the area.	Please see the NTA's response to Issue 20 in this report
NTA-C14-1242	I firmly believe that the implementation of this particular route would have several detrimental effects on our local environment and traffic situation.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1242	the proposed route would result in the destruction of mature trees and historic walls along its path.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1242	Furthermore, the introduction of the bus route would lead to an increased volume of traffic on the already congested Cross Douglas Road	Please see the NTA's response to Issue 2 in this report
NTA-C14-1242	Noise pollution, and potential safety hazards would have an appalling impact on the quality of life for those living in the vicinity.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1245	Beautiful trees like the mature cherry blossoms need to be preserved for their character and benefit to the community and the area. It is unthinkable that the historic stone walls are to be removed and lost to the city heritage.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1247	Footpaths must be continuous and of sufficient width. Welcome proposal for a footpath on the southern side of the road between Rosebank and Cross Douglas Road. Suggest that this is widened to minimum 1.8m in compliance with DMURS.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1247	Tree planting / retention should be prioritised and expect more retention at detailed design stage. The Topo survey could be brought forward to help allay some of the residents fears and a tree planting strategy should be advanced.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1247	Ballinlough Low Traffic Neighbourhood - Traffic displacement as a result of the bus gates is an underlying suspicion of residents living between the Douglas Road and Boreenmanna Road.	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-1257	Additionally it is promised that the current bus network will be expanded and more busses are supposed to pick-up the travellers. However I can not believe this!! Where are these additional busses (and bus drivers!!) coming from and how this is financed? How do you want to make car owners change to the bus network, with such a (currently) unreliable bus system we have in Cork?	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-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1261	In a town like Cork, where the car is clearly king, I understand that it will be difficult to change peoples mindsets and attitudes but it really needs to happen. Not a total removal of cars (I also drive) but a shift from prioritising the car to public transport or improved, safe bicycle lanes that are completely separated from motor vehicles. Merely painting a section of the road a different colour and putting a picture of a bike on it just doesnt work.	Please see the NTA's response to Issue 20 in this report
NTA-C14-1268	Douglas Road is a very old road with very old properties and mature ecology. The introduction of a one way car system, (two way cycle and pedestrian system) should be again considered so to minimise environmental impact to area.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1268	Where it is absolutely required to widen the road for the purpose of footpaths and cycle-lanes, where possible, use existing old walls and mature trees to separate pedestrians / cyclists from cars.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1268	At a minimum, footpaths on both sides of the road must be built. It is currently so incredibly dangerous for pedestrians, ironically buses being a major danger with some stops not even having a footpath.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1275	The potential destruction of architectural heritage, including century-old walls and ancient trees, is a primary concern I have with the plan.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1275	I am extremely concerned about the potential consequences of the project, which will lead to increased traffic in residential areas, turning some residential streets into hazardous rat runs.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1275	A full traffic survey should be carried out before any project is started or work commenced, to monitoring and assess the traffic flow. It is crucial to understand and address any future issues that may arise as a result of any potential changes.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1275	physical changes to the Douglas Road are not supported by the public, and I share this sentiment. I remain deeply concerned about the environmental impact of the bus corridors on local road users, particularly at the junction of Well Road and Douglas Road	Please see the NTA's response to Issue 5 in this report
NTA-C14-1275	Establish baseline air quality measurements, and conduct a thorough Health & Safety review of the traffic in our area before implementing any works.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1283	No discussion is made of how this extensive, populous and peaceful area of the city will be made more liveable or more walkable. If I were to walk out my front door and stroll into town along a deforested Douglas Road as four lanes of traffic paraded past me, I would consider that a dramatic step down. This is a situation that many other people surely find themselves in, on this corridor and others. Again, this is not about my specific needs versus the needs of the city as a whole, nor to say that I am unopen to compromise. It is to emphasise that BusConnects is missing the point. I love walking. I want to walk into town and back home. I want to walk into Douglas and back home. I want to do this in both directions along an attractive, reasonably direct and reasonably quiet route	Please see the NTA's response to Issue 9 in this report
NTA-C14-1283	Why are we losing the trees? How is this justifiable? Ireland needs more trees. Cork needs more trees. Trees have been shown, again and again, to correlate to happier and healthier lives, to better communities, to ecosystem growth and resilience.[1] Leafy areas are nicer places to live. Tree-lined roads are nicer to travel down. They reduce temperatures, they shield us from sun and rain and they provide homes and habitats for countless wild species, native and visitors alike. The long belt of trees that runs down the Douglas Road in particular helps to join multiple pockets of habitat, be they gardens, undeveloped land or park, into a sprawling network, nearly a mile and a half in length from the South Link Road to the South Ring Road in Douglas, where robins and blackbirds, chiffchaffs and great tits can be heard singing from one end to the other and joined by countless other birds, whether native or visitor.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1283	Such connectivity is fundamental to the health of an ecosystem, unifying disparate pockets into a mesh overlaid on the suburban landscape. The tremendous loss of trees between Bellair and Woolhara Park will sever that network and strip the road of so much of its charm. I cannot overstate the disaster it would be for the character and liveability of this area. In my previous submission, I argued that the Douglas Road is a heritage landscape, its stone walls and tall trees a reminder of a pre-urban time when the area was dominated by market gardens and big houses. This makes it an area residents should and do take pride in.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-1283	Similarly, the loss of trees on the Skehard Road (Corridor J) will inflict increased road noise on residents and reduce the visual amenity. I imagine other roads face similar threats. If, through some mental gymnastics, these trees are considered unavoidable losses, some provision must be made for replacing them. Trees are valuable. They take many years to grow and provide so much good. They filter dirty air; to cut a long story short, they make an urban place nicer to be in and to pass through.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1283	After all, the ultimate goal should be to encourage walking and cycling and so reduce traffic volumes. It should be to move toward a model whereby pedestrians do not feel 'smoked out' of public roads which historically were dominated by walkers and by the horse and cart. It is unfortunate that BusConnects, perhaps inevitably, takes such a bus-centric approach when a scheme of such a scale would have done wonders for active travel if it had given greater consideration to greenways, shared spaces and 'quiet roads' as a way to tackle traffic.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1283	A particular tragedy of it all is that the one area where real revisions were made is to keep parking spaces, rather than to try to find meaningful alternatives, and that this was done because politicians are afraid of losing votes over it. There is a desperate need to engage all actors – businesses, residents, sports clubs, schools, the council, etc. – in finding better ways to accommodate parking. It is a problem that will of course change as the transport landscape of Cork changes. In the short term, I hope that there won't be conflict with the need for green spaces.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1283	Nor should we undervalue our history. I am alarmed – and I do mean that strong sense of the word – by the proposal to remove the Fingerpost Roundabout. The Douglas area has had roundabouts removed before, with disastrous effects on traffic, and these mistakes have seemingly taught us nothing. My concern here, however, as a historian and geographer, is more to do with the harm to our heritage. There has been a 'fingerpost' at the Fingerpost for more than two hundred years. This sign should be retained within this junction as best it can be, and it seems to me that a roundabout is the ideal setting.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1283	This roundabout in particular is the centrepiece of a beautifully maintained intersection that helps to maintain Douglas's (admittedly very tenuous) claim to village character. BusConnects is proposing some good changes for Douglas's main street that will help to revive the village centre, but turning the Fingerpost Roundabout into a generic multi-lane intersection is a retrograde step. There should be compromise here.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1283	Along with my other concerns about the excessively bus-oriented changes, I continue to have misgivings about bus gates. The medium- to long-term outcomes should be a reduction in car traffic. Why, then, do we need to lock cars out of certain roads at certain times? What alternatives are provided for locals who might need that access?	Please see the NTA's response to Issue 15 in this report
NTA-C14-1283	I am also uncertain about the closing of the Douglas Road's junction with the Ballinlough Road and the effects this may have on access, but it seems like a positive change in terms of walkability, and this has always seemed to me like an ideal route to make into a 'quiet road.'	Please see the NTA's response to Issue 11 in this report
NTA-C14-1283	It is unclear from the maps what is proposed for the junction of Anglesea Street and Old Station Road/Copley Street, where one-way southbound traffic has three possible routes to travel. At present, lanes one and two can turn left, lanes two and three can go straight and lane three can go right. Traffic heading straight (i.e. continuing southbound) is slow to clear the left-turning traffic, and having two lanes that can go straight is a significant help here. It seems to me that one lane southbound on the south side of this junction will be inadequate to clear the volumes coming from that junction unless the left-turning and straight-ahead traffic are separated into different lanes. Is there space to do so? I am sceptical. Keeping the stretch of Anglesea Street between Old Station Road/Copley Street and South Terrace as a one-way road, with a new, contraflow bus lane, might be a better solution, especially if general traffic is to be allowed to turn right onto South Terrace from the single southbound lane. It sounds like a recipe for snags!	Please see the NTA's response to Issue 3 in this report
NTA-C14-1283	Please do not fell the tree at the junction of Douglas Street and Langford Row without replacing it. If it is at all possible to move it or retain it in situ, this should be investigated. It is a beautiful tree that helps very much to liven up a rather austere urban street.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1283	The removal of the left turn filter lane from Langford Row/Summerhill South onto Anglesea Street is an interesting proposal. I imagine it will be a net good when traffic is reduced there, but it is hard to conceptualise right now.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1283	Removing so much parking on the south side of High Street seems unnecessary, considering the road is to be effectively closed to non-local traffic. Surely, if it is to be a one-way road, there is more than enough space for parking.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1283	The speed limit on High Street and on Windmill Road should be reduced to 30 km/hr if the intention here is to make them better for cycling, but the parking situation has never seemed problematic to me, as a regular user of that road.	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C14-1283	The proposed right-turn ban from the Douglas Road onto the private Douglas Village Shopping Centre access road seems absolutely disastrous. If I live anywhere east of the Cross Douglas Road, I will now be funnelled through quiet parks with speedbumps. Those residents do not want the traffic that already rat-runs through their areas, nor the noise and pollution it brings. Please reconsider this proposal. In my experience, the problems at that junction (which stem from the demise of the very functional roundabout) are mostly down to light timings. Traffic that at present turns right to reach the shopping centre will have no easy recourse. The other proposals should do more than enough to reduce the number of vehicles taking that turn, as about half of them are carrying on toward Douglas West and the J7 onramp to the N40.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1283	A strong cue should be taken from how Togher was recently redeveloped with a new, pedestrian-focused streetscape and has become a lovely urban village. Douglas Village seems to be set for a similarly pleasant redevelopment which I have to say I look forward to seeing.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1286	a number of assurances were made regarding the replacement of on street parking near belair estate with off street parking behind nearby terraces. I am concerned about the surety of these provisions and request that more substantive commitments are made regarding these issues. Can you provide these as soon as possible otherwise we will have very serious issues with the current proposals.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1286	Also the abandoned derelict site at the HSE property near to the local Tesco express needs to be repurposed for both parking and other civic uses as soon as possible and we need some engagement on the options for this site that could provide the additional off street parking required.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1296	I am concerned about excess traffic being routed through tight residential areas such as Bellair and Wallaces avenue. These areas are already dealing with too much through-traffic and also have school traffic. The Our Lady of Lourdes Primary does not even have a footpath across from it and is dangerous as is. Surely a better layout can be made at this tight junction and less traffic allowed in these densely populated areas ?	Please see the NTA's response to Issue 2 in this report
NTA-C14-1297	We need the neighbourhood rejuvenated by slowing the traffic enabling multiple safe use of the road and reducing traffic volumes. Faster buses will not achieve this. Please consider repurposing the road for more slow users rather trying to speed up commuter travel. This would create a better living streetscape and help to support a regrowth of a dilapidated road. Slow traffic less traffic and more local amenities and a neighbourhood focus are needed as a priority.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1303	You are still proposing to remove an extreme amount of trees from Douglas Road. This will gut the beauty and well-being of the road and the community. A road, a street, a corridor without trees or green hedges is just cement. It is lifeless, unpleasant, ugly, and destroys the quality of life. Street trees are necessary to contribute to the sustainability of our urban forest. It is vital that we keep our established mature trees. These trees make it a pleasant, liveable area to reside in, as well as trapping the carbon emissions. Please respect our home area and protect our mature trees.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1307	There is a cluster of schools in the area, 3 primary and 2 secondary with many families from outside the area attending these schools and the bus gates will mean the Douglas road will not be accessible at certain sections along this route during rush hour/school drop off times resulting in people using Ballinlough and the Ballinlough road to avoid this part of the Douglas road which will increase the volume of car traffic in the Ballinlough area impacting the health and safety of children who walk and cycle to school.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1307	cars will not be able to access Bellair during these times, so there is a proposed change of traffic direction for the lower Ballinlough road from Bean Brownie Junction to the Douglas road with car traffic heading one way into town and turning right at Douglas road as there is a bus gate near St Finbarrs Hospital, meaning people will have to find an alternative route to work and home if living and working in and around Ballinlough.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1307	It is not clear how much of the lower part of the Ballinlough road will be one way, if the adjoining estates will be affected, if it will affect more sections of the Ballinlough road or the impact it will have for children crossing at the Bean Brownie junction and Wallace's ave so they can attend OLOL or if it will impact long over due safety improvements to this junction.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1307	It was not mentioned in any publication that it is proposed the 215 bus route, the main Ballinlough bus will change to the #20 and the 215A will become the main bus route for the whole Ballinlough area .The 215 is a high frequently route going all the way to Mahon point and under this revised plan it will now culminate at Bessborough turning there for it's return to the city and there is also proposed to reduce the bus frequency on this route. This will mean that under this plan anyone from the Ballinlough road wishing to go to Mahon point by bus will now have to get off the 215 at Scally's SuperValu and wait for the 215A or get the 215A from the Borreennamanna road which is down a hill and there is no mention if the timetables for the 215 & 215A are linked to facilitate this.	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/buscconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.

Reference	Statement	NTA Response
NTA-C14-1307	The population of Ballinlough is a mix of age groups from very young families to a large aging population. Alteration to the 215 bus service would mean people will still be reliant on their cars to go to Mahon Point which defeats the purpose of the Bus Connect Project.	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/buscconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1307	In considering the revised plans for the Maryborough Hill to City route in particular the section of the Douglas road from its junction with Eglantine to the lower Ballinlough Rd (old Ballinlough Rd) I believe the introduction of bus gates in this area will have an adverse and direct affect on the Ballinlough area	Please see the NTA's response to Issue 2 in this report
NTA-C14-1307	I am not opposed to change and although there are many positive in relation to the Bus Connects Project, I believe due to the focus on the Maryborough Hill to City corridors the impact on Ballinlough Road and the Ballinlough Area has been overlooked and it appears the solution has more negatives than positives which will affect the residents and school goers in the Ballinlough area.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1313	I understand the need for people to reduce car use and reduce traffic, however i am very against the destruction of the douglas road in order to create bus or cycle lanes. This road is not a bottleneck when it comes to traffic. It has busy times but traffic generally moves ok. This road is one of the most attractive in Cork city.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1313	I believe that increasing the frequency of buses should be tried first to encourage people to rely on them. The ticketing system needs to be changed to allow a bus ticket to be valid for a 2 hour period where you can use the bus multiple times within that period.	Please see the NTA's response to Issue 15 in this report
NTA-C14-1313	It has old stone walls and mature trees and beautiful houses. It would be a complete shame to change any of this. The loss of these features would make this road look like just any generic road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1313	There must be other ways to improve public transport. I believe that increasing the frequency of buses should be tried first to encourage people to rely on them.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1313	The ticketing system needs to be changed to allow a bus ticket to be valid for a 2 hour period where you can use the bus multiple times within that period. In other countries you buy the bus ticket in a shop before you get on and validate it yourself. The driver doesn't need to wait for payment while everyone gets on. This would improve punctuality also. I don't think it is worth ruining a beautiful road to save a few minutes on a bus journey	Please see the NTA's response to Issue 15 in this report
NTA-C14-1314	Let me start with the cover - "Sustainable Transport for a Better City". The city of Cork is dying on its feet. More and more empty premises, more and more buildings falling into disrepair. What is the proposal? Rip up the suburbs to make the journey times into the city 3 minutes faster. I don't think anybody needs to get into a vape shop or buy a tracksuit that urgently. Instead of wasting incredible sums of taxpayer's money on the white elephant that is BusConnects Cork we should be spending the money on rejuvenating our fantastic and historic city and at least making it a destination where people want to go. We are in the midst of a housing crisis and a health crisis but instead of spending money where it is actually needed our money is being proposed for a project that in my opinion will make no tangible improvement to the environment. We need new, improved and consolidated hospital infrastructure, we need to bring families back into the city to live	Noted.
NTA-C14-1314	Where is the statistical evidence to back up BusConnects? Where are the results of the surveys of individuals and businesses proving that these proposed corridors are what people want and need? Where is there any evidence that people will ditch the car and start to use the bus?	Please see the NTA's response to Issue 7 in this report
NTA-C14-1314	The whole proposal seems to hang on the success or failure of bus gate operation. Where in the country has this idea proven to be a success? Where is the plan on how these gates will be policed? Has this cost and manpower been factored into the sustainability of the plan? Would it not make more sense to trial bus gates in the city first	Please see the NTA's response to Issue 15 in this report
NTA-C14-1314	"Cork is growing and needs a bus network that works for a developing city. The aim...is to deliver an enhanced bus system that is better for the city, its people and the environment". How, on any level, does BusConnects deliver on this? How can the destruction of historic structures and removal of huge numbers of mature trees and established habitats make the environment better for the inhabitants? The city and its suburbs are unique and special places that have evolved over hundreds of years. It seems to me that the oldest and most historic suburban areas are now going to suffer due to bad planning of the newer areas.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-1314	We bought our house because of the attractiveness of the area, because of the character of the area, because of the amenities in the area. Now BusConnects proposes to destroy that attractiveness and that character while (from our perspective) ruining the functionality of how we currently commute (I have no option but to drive to work as there is no bus route or cycle path nor is one proposed in the BusConnects plan). At the same time, we also have to contend with the proposed CPO of part of our property	Please see the NTA's response to Issue 13 in this report
NTA-C14-1314	91km of new bus lane / bus priority Fine except that all these routes are going in one direction – into the city. Why? This plan takes no account of where people actually need to travel to. The business hubs of Little Island and Ringaskiddy don't even get a look-in. And God forbid you need to travel in an orbital direction.	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/buscconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1314	I understand from the plan that the pedestrian and cycle routes will be a shared surface, at least in part. With so many electric bikes and scooters on our roads now is this really sensible?	Please see the NTA's response to Issue 8 in this report
NTA-C14-1314	Redesigning the bus network: A redesign and an improvement are not the same thing. State-of-the-art ticketing system Fantastic! What are we waiting for? Surely we don't need to spend hundreds of millions and wait until 2030 for this? Cashless payment system Fantastic! What are we waiting for? Surely we don't need to spend hundreds of millions and wait until 2030 for this? Simpler fare structure Fantastic! What are we waiting for? Surely we don't need to spend hundreds of millions and wait until 2030 for this?	Please see the NTA's response to Issue 15 in this report
NTA-C14-1314	New Park & Ride sites Do we need to wait for bus corridors for this? The Black Ash was built without the need to destroy suburban areas. It is our only such facility. Surely we could add more immediately without the need for BusConnects as a project entity?	Please see the NTA's response to Issue 21 in this report
NTA-C14-1314	New bus stops and shelters Will they be made from sustainable resources or will they be built from plastic and metals derived from fossil fuels.	Please see the NTA's response to Issue 15 in this report
NTA-C14-1314	Implement a more thought out and layered strategy. Start by trialing bus gate operations without making major infrastructural changes. Analyze the uptake and route usage. Implement the cashless, fare and ticketing proposals. Build more park and ride facilities. Then pause and reassess. Please don't rush into destroying our city, please don't rush into building 11 corridors without any evidence that even one will work, please don't waste our hard-earned taxpayer money on buying new clothes for the emperor.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1316	I believe the plan does not give proper consideration to traffic management in adjacent estates. There are existing bottlenecks which are likely to be made worse if the proposed Busconnect changes are implemented. The Nursery Drive – Eglantine Park junction is an example of an existing bottleneck which I am familiar with but there are others also.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1316	However, I believe the plan does not give proper consideration to traffic management in adjacent estates. There are existing bottlenecks which are likely to be made worse if the proposed Busconnect changes are implemented. The Nursery Drive – Eglantine Park junction is an example of an existing bottleneck which I am familiar with but there are others also.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1316	There is a café and a creche at the junction and it is within 50 meters of the eastern gate to Scoil Bhride. There is already heavy traffic in the area during the day and the proposed changes will add to that volume as cars which previously travelled on the Douglas Road seek alternative routes. There is limited road signage, no traffic calming measures and no policing of traffic rules as cars are regularly parked on the limited double yellow lines at the junction.	Noted.

Reference	Statement	NTA Response
NTA-C14-1323	<p>I believe the Ballinlough area should be designated a Low Traffic Neighbourhood, not closing it to car traffic completely, but removing the convenience of through traffic by restricting access at certain points. Similar restricted access to what is proposed for Rosebank and High Street. The Ballinlough Road could then serve as the cycle infrastructure for both Routes: STC I - Maryborough Hill to City (St Finbarr's Hospital - Johnson & Perrot) and compliment the STC J Mahon to City (St Finbarr's Hospital - Silver Key).</p> <p>The Ballinlough Road could then serve as the cycle infrastructure for both Routes: STC I - Maryborough Hill to City (St Finbarr's Hospital - Johnson & Perrot) and compliment the STC J Mahon to City (St Finbarr's Hospital - Silver Key) This could potentially remove the necessity for both the loss of trees and the widening of roads (Douglas Road & Boreenmanna Road) Provide safe active travels routes for schools in the area: Eglantine, St Anthonys, Lady of Lourdes, Crab Lane, Ashton & Regina Mundi Improve air quality: Purple Air monitor at the end of the Ballinlough Road shows extremely poor air quality levels from Autumn to Spring As per Google Maps, cycling From Southern Star to Douglas Village Shopping Centre via Douglas Road directly (Currently 8mins), via Ballinlough Road (10 Mins) Removing through car traffic would improve the quality of life for Ballinlough residents, an area subject to "rat runs" for many years Low Traffic Neighbourhoods have proven very successful in London https://London.LTN's</p>	Please see the NTA's response to Issue 3 in this report
NTA-C14-1323	I have commuted to work by bike for over 13 years to various locations (City Centre, Little Island and the Airport), I support the Bus Connects project as I feel the only way for car usage habits to change is by improved infrastructure.	Please see the NTA's response to Issue 20 in this report
NTA-C14-1326	I am a teacher in [personal information redacted] I understand that there will be no vehicle access to our school from the main Douglas Road/High Street/Capwell Road junction. This will cause great inconvenience to staff, parents and students. On wet mornings most parents want to drop their sons off as close to the school as possible. In order to do this they will now have to divert around to the South Douglas Road/Turners Cross in order to access Capwell Road. They will then have to turnaround, where I do not know, and make their way back down Capwell towards Turners Cross. The potential for traffic jams is huge and will severely impact those trying to get to school via Capwell Road.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1326	At best, the proposal to block access at the High Street Junction will turn that area into a drop off zone in the mornings and a pick up zone in the afternoon. This will also lead to traffic congestion.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1326	These measures could impact the school's ability to attract students in the future, something that is of utmost concern to all the staff as it affects jobs.	Please see the NTA's response to Issue 22 in this report
NTA-C14-1326	I further understand that there is a proposal to demolish an old stone wall along the main Douglas Road and also to cut down mature trees growing inside this wall. Is this true? I cannot find reference to it in the proposals. If true then it beggars belief. Cutting down mature trees is completely at odds with a country with a declared biodiversity crisis. Surely this needs to be reconsidered.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1332	The shared roads and smaller roads need to have reduced (30km) speed limits imposed, with quiet ways requiring physical blockades, preferably in the form of something which also provides biodiversity and nature.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1332	Despite the remit to make sustainable transport corridors, full pedestrian access has not been provided along the total route	Please see the NTA's response to Issue 9 in this report
NTA-C14-1332	cyclists havnt been provided with kerbed, segregated and therefore safer lanes. It is impractical for buses and bikes to share, as has been evidenced in Dublin with the multitude of collisions seen and pending court cases.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1332	reducing the biodiversity and heritage value by removing all the old stone walls should be vehemently avoided, the provision to "replace" them is not a real offer, as these are concrete block, cement filled, and stone fronted which provides zero biodiversity habitats, as seen on the church road/skehard road junction, this is not a "like for like" proposal.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1332	Bus gates will require physical barriers or automatic ticketing cameras as they will be completely ignored (see Patrick Street every day between 3-5pm), it is unfair to put in the provision and expect the already understaffed Gardaí to enforce, it should be budgeted and implemented as part of the whole project, since it is your preferred method.	Noted.
NTA-C14-1332	Each turning point will require road narrowing to help reduce speed, with clear markings for cyclists, and all crossings should have quick response times for pedestrians, and advance lights for cyclists to avoid conflicts, in particular when cyclists have to pull across a lane of traffic to turn.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1332	Multiple narrow laned cities across Europe, similar to Cork have implemented more regular, smaller mini buses (electric) which can navigate far more easily, come with disability support ramps and are easier for all other traffic to overtake (including cyclists), and this is certainly the method Ireland should be following. In addition, all bus stops need a full shelter, with a drop kerb suitable for disability/mobility access to the buses.	Please see the NTA's response to Issue 15 in this report

Reference	Statement	NTA Response
NTA-C14-1332	Bus lanes are transport corridors, and allowing parking on them has introduced many conflicts (see e.g. Dublin) where cars have not been removed for the 'opening hours', but it also introduces a precedent for parking in bus lanes, which is already an issue in the city. No bus lane should become a parking facility at any hour, in time, buses will be running 24 hours and these lanes will be required constantly.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1332	Bulldozing a natural heritage site for a car park to suit one particular sports club should also be vetoed, this area will be far more useful and productive under allotments. Shuttle buses can be utilised to transport the children, and when the roads are safe enough, bikes and walking.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1334	The provision for the volume and control of local access vehicles is not clearly identified. The volume of local access traffic is a contributory factor during on-peak times yet the proposal outlines restrictions on non-bus users during this period.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1334	The proposed widening to accommodate two-way bus routes, combined (but not segregated) cycleway and pedestrian footpath requires an expansion of the hardstanding along the Maryborough - Douglas urban corridor.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1334	If the broad requirement of the NTA plan is to increase the use of public transport infrastructure (bus/cycle/paths) and restrict the requirement for car use then the expansion of the road corridor seems at odds with this policy.	Please see the NTA's response to Issue 14 in this report
NTA-C14-1334	Currently the existing route is well serviced by buses to and from city. Off peak the road network is unchallenged, with only traffic build ups experienced during school opening/closing times. The provision of bus gates is understandable but have no bearing on traffic flows off peak. The siting of existing bus stops gives rise to local traffic build up during peak times only.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1334	Additionally the proposal applies requirements for widening to accommodate shared cycle/pedestrian space. There is no supporting documentation indicating carrying capacity on the current bus network on which the proposal was based. There is no documentation indicating the proposed additional capacity, frequency intended to accommodate the expected reduction in vehicular traffic being reduced as part of the proposals peak traffic restrictions. There is no estimates of the volume of additional cycle way users expected; the provision of a segregated cycleway greatly increases the hardstand expansion along the roadway.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1334	The impact upon the built environment is dramatic with the requirement for notable felling of trees removal of walling and damage to the historical fabric of the area. This is overwhelmingly a residential area and the proposal fails to address an assessment of the environmental and heritage impact upon the area and offers no outline of remedial or preservation actions to be taken.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1342	I wholeheartedly endorse any and all efforts to improve the cycling and bus infrastructure along the route. Consider the limited number of people impacted along the section of the Douglas road versus the catchment population of the whole length of STC I that will benefit.	Please see the NTA's response to Issue 20 in this report
NTA-C14-1342	As a resident of Douglas that uses both bike and car to commute to work via the Douglas road, the existing cycling infrastructure is insufficient and a barrier to people committing to a modal shift in transportation.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1349	I would strongly urge you to focus on routes to prioritize bus, cycle and walking access through Douglas village itself. In my experience, this is the major choke point. If buses and bikes can get priority here, many of the problems further in towards the city will be alleviated.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1349	I expect one of the most contentious aspects on this route (in relation to the proposed bus gates) will be school access as a large portion of schoolchildren live to the north of Douglas village and go to school to the South. Even if it is outside your remit I would encourage you to reach out to the schools in the area to discuss plans with them and see how improved school buses and transport could help with the school drop off and collection concerns.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1349	Cycling in Cork at present on shared roads is pretty hellish. The level of aggression and impatience directed towards cyclists is quite shocking, much worse even than Dublin which wouldn't be considered a cycling friendly city. Even as an experienced cyclist I go well out of my way to avoid the Douglas road which is the shortest route to work.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1349	Nonetheless I honestly believe that given the size of the city, this could change quite quickly with adequate infrastructure, in particular among younger people, of whom many are living to the south of Douglas village but going to school to the north of the village. At present Douglas village is hostile territory for anyone not driving a car but the distances are small and lots of people could be easily encouraged if they felt safe.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1349	One of the key issues with existing cycling infrastructure is the lack of continuity. Please carefully consider this in the plans. When people have to regularly dismount or access on and off the cycle way is difficult or unclear, they will use the road instead.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1349	I strongly urge you to discount the hyperbole coming from the serial objectors. There is a large, organized and extremely vocal cohort of people in the area objecting to all housing, infrastructure and even schools in the area. In my opinion this does not reflect the feelings of younger people in the area nor of those who want to live in the area but cannot due to the lack of housing.	Please see the NTA's response to Issue 20 in this report

Reference	Statement	NTA Response
NTA-C14-1349	I would encourage you to be aware that many of these submissions are being green washed as concerns about biodiversity or emissions. The impact of reduced car use would be much more significant than the loss of a small number of trees along the route. I would urge you to quantify and publish these figures.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1352	I did send in a submission - NTA-C14-1174, in which I mentioned two Sewerage incidents. Below are the reports from these two incidents. As the capacity of this sewer is currently being overwhelmed, it would be a disaster if the Bus Connects plan were to go ahead without taking sewerage into account. The project proposal, along with the proposed significant property development at the former Nemo Rangers site, without any work on the sewer, would render the place uninhabitable due to raw sewerage spilling onto the streets as a result of the sewerage system being unable to cope with demands within half a mile of the city centre. There is no mention of the sewerage in the plan, and I implore that measures are taken to avoid this disaster.	Noted.
NTA-C14-1362	I fully support the proposals as a resident along the route and regular bus user. Cork badly needs better public transport connections	Please see the NTA's response to Issue 20 in this report
NTA-C14-1364	Can I ask what problem are you trying to fix; what empirical data is being used to quantify the size of the issue; the main pinch points for traffic; and most importantly how the characteristics of the issue have changed as a result of significantly altered traffic flows, since working from home became the norm for a huge number of people ? Maybe there are more modern ways to measure traffic flow, than the traditional cable across the road, but I am not aware of them. Strangely I have seen little or none of these at points along the Douglas and South Douglas roads over the past 10 years. I would have expected those two roads to be littered with them, especially post Covid, to get a clear understanding of how the dynamics of traffic flow in the city has changed, since the original plans were drawn up.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1364	Furthermore I am sure the tracking information on the buses would bear this massive change in traffic levels. I am quite sure you will find that buses going from Maryborough Hill to Cork City spend the majority of their time delayed through Douglas Village and once they have passed the Well Road turnoff, there is very little delay along the rest of the Douglas Road. And if that is not the case then publishing that data would help prove the case that Douglas Road was a significant bottleneck for buses and needed to be modified.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1364	have lived here since 2011 and in the general Douglas area since 2004. For a variety of personal reasons, I drop my son to the city every morning for secondary school. He plans to get the bus to school from next year. We leave Woolhara Park at 20:20 and arrive at Patrick Street at 20:30. There is no traffic on the Douglas Road, South Terrace, South Mall - even at what is considered to be peak rush hour. Prior to Covid it would take the best part of 30 minutes to do the same journey. I used to work in 1 Albert Quay before Covid struck. I cycled to work every day. In the last year I have been in the office no more than five times. Covid has changed the way people work and the traffic levels have dramatically decreased as a result. Please show the empirical data in the plan, that reflects this change in traffic levels and how that in turn has resulted in changes to the plan.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1364	Now I have no idea what the traffic from Maryborough Hill to Douglas is like in the morning but I can imagine its not good although probably a lot better than it was before Covid. No doubt, after the high volume of cars, the next most significant factor causing these peak hour traffic logjams is the bottleneck that is Douglas Village. Unfortunately adding additional lanes, or restricting access to the Douglas Road is going to do very little to move traffic through Douglas Village any quicker	Please see the NTA's response to Issue 6 in this report
NTA-C14-1364	One thing that everyone is in agreement about is that if a school bus service was put in place that ran a number of times each morning, bringing kids from Rochestown, Maryborough Hill and Grange to St Anthonys, Eglantine, Douglas Community and Christ the King, you would have a huge decrease in the number of cars through Douglas Village at rush hour.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1364	Before embarking on trial and error road modifications, surely it would be worthwhile trialling a comprehensive school bus service to see how many cars are removed from the roads and ultimately make for a better overall bus service, which ultimately is the goal of this overall exercise ? In terms of relative costs, this would be a tiny fraction of the proposed work for this BusConnect route, in addition to being significantly better for the environment.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1364	One other question/suggestion I would have is about the level of interoperability between the traffic lights in Douglas Village and along the Douglas and South Douglas roads. Is there a single control point for all of these lights, which takes traffic sensing data from all light locations and decides, based on traffic levels at the different points, which traffic flows should get the maximum time at each junction ? If this is not something that is in place, again could it be trialled before embarking on costly changes to the roads that might deliver no improvements.	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C14-1364	From an aesthetics and heritage perspective I don't think anyone could deny that the Douglas Road is a beautiful road that benefits everyone that walks, cycles, runs and travels along it. Enjoying the splendour of some magnificent trees that were planted by previous generations gives us all an heightened sense of belonging as we walk the same roads previous generations walked. One only has to look at what was done on the Skehard Road to see how best to destroy that precise sense of connection with previous generations. The Skehard Road is now a road that could be lifted from any suburban area in any city in the world. There is absolutely nothing unique about it. There is no connection with past generations. There is no sense of identity attached to it. There is no connection with nature and the beauty of nature associated with it. All of these currently exist along the Douglas Road and if you choose to remove those, you will remove that forever. And after doing all of that people living in Woolhara Park might be able to drop their kids to the city centre, at 8:20 in the morning, in 10 minutes, just like they are able to do today.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1364	Chances are people travelling from Maryborough Hill might be able to get to the city quicker, if a school bus program is put in place, but if its not, you will have the same volume of cars going through Douglas Village, primarily heading to the local schools (because very few people are heading to the city to work in the new era of hybrid working) then they too will take the same amount of time for their journey.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1366	I have concerns regarding the manner in which the 'improvements' are being carried out. From the plans, it seems there will be destruction to the existing environment and beautiful trees along both the Douglas and Boreenmanna roads. These plans have not been massively altered from the first round of submissions.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1366	Road widths will be increased to accommodate extra lanes, rather than working within the current expanse available. Traffic to be diverted away from Bus gates and main Douglas Road, which will have a massive impact on residential areas in Ballinlough and environs.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1366	Planning on the infrastructure & provision of public transport should be the priority. For example, the use of park and rides in various locations on the outskirts of the city would alleviate the volumes of traffic travelling into & out from the city during peak hours.	Please see the NTA's response to Issue 21 in this report
NTA-C14-1366	The direction of traffic on a section of the Ballinlough Road appears to have been changed, there is no indication as to whether residents parking will remain available. This has a knock on effect on those that require their cars to travel for work, those that have caring commitments etc.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1366	Public transport for school children in these areas should also be addressed to reduce the number of cars dropping children to school, eg. Use of shuttle buses.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1377	Cutting down mature trees and denaturing the landscape will drastically reduce the quality of life of residents on Douglas road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1377	This project was not thought up by people concerned about the environment but by engineers accustomed to building highways. The result will only be to have the sensation of living on an urban highway. It will be a second Wilton, a place in which I have no desire to walk around. Bus connect must absolutely take into account the beauty of this district, and preserve it at all costs	Please see the NTA's response to Issue 5 in this report
NTA-C14-1379	Simply not! That project is a complete disaster! Please make it stop!	Noted.
NTA-C14-1380	Replacing the wall at Cooleens, Douglas Road (T12 P46R) to gain about 1 meter for a wider road seems disproportionate.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1382	The proposed plan will not only destroy & devalue many of the properties along the Douglas Road, but also have a profound & devastating effect on the wildlife, trees (some rare & centuries old), plants & flowers that grow there.	Please see the NTA's response to Issue 19 in this report
NTA-C14-1382	The disruption that the construction will cause to residents of the Douglas Road will endanger the employment of many, complicate the already arduous task of bringing & collecting children to school in the area & also restrict access to local businesses with catastrophic effects in an already struggling economy.	Please see the NTA's response to Issue 18 in this report
NTA-C14-1387	Restricting the use of a Road as residential and with no less than 5 public schools immediately accessible from the road, displays an enormous lack of consideration for the welfare of the Douglas community.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1387	Enhanced bus stops with shelters, and the use of additional buses are being overlooked in favour of the removal of almost 60 trees, many of which are over 100 years old.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1388	There are significant issues with traffic flow in Douglas Village and the adjacent douglas relief road. Widening the douglas road does not address these issues	Please see the NTA's response to Issue 6 in this report
NTA-C14-1388	Traffic congestion is most evident in school term and at commencement and finishing of school days. This has not been addressed with clear school transport and school active travel plans for the area	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-1388	The heritage and character of Douglas Road is an important asset to Cork city. That is why the entirety of the Douglas Road has been recognised as an architectural conservation area by Cork City council. The stone walls, dating back to at least 18.10 along much of the Douglas Road should be protected. The trees shrubs and hedgerows must be protected. Individual trees along the route date back to 1780. Removing or importantly even replacing these mature trees, will have a significant negative impact on the environment and greenhouse gas emissions for many decades to come. Interference in the vicinity of any of these mature trees will have propound impact on the root system. The general impact of the road widening on the wider biodiversity along the douglas road is substantial	Please see the NTA's response to Issue 1 in this report
NTA-C14-1388	Residents are totally opposed to the unnecessary land take of private property. Options exist, some of which have been adopted by the NTA in the bus connects Dublin project, which will avoid or substantially minimize road expansion in the most sensitive pinch points along the road. Using solutions, the NTA have already endorsed in bus connects Dublin preferred route planning applications, there are alternative versions which could practically avoid any private property impact.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1388	NTA proposals coninue to cause an enormous amount of stress and anxiety for many residents od the douglas road.	Please see the NTA's response to Issue 17 in this report
NTA-C14-1388	From the revised proposals the douglas road still includes a bus gate in Douglas Village diverting traffic up Well Road at peak times this is a particular concern for residents living on the Well R0oad due to settlement concerns as the well road is not suitable for heavy vehicles	Please see the NTA's response to Issue 16 in this report
NTA-C14-1389	However, the present plans still proposed at this phase are still not workable in many areas. Particularly the impacts created along Corridor I Maryborough Hill to City. This route, including the amendments to the original plan still will have a significant and unacceptable impact on people's homes, and quality of life and the concerns raised by many have not been adequately addressed in the current proposal.	Noted.
NTA-C14-1389	The significant impact to personal property and homes by these proposals would impact homes to level that would leave some resident with no choice but to move and this is unacceptable	Please see the NTA's response to Issue 19 in this report
NTA-C14-1389	It is particularly unacceptable when it is hard to fathom exactly what the overall benefit to the community will be. The Douglas Road as it currently stands does not experience any traffic delays or congestion. The congestion points are certainly in Douglas village and on surrounding routes. This plan will only serve to cause further congestion on these routes as it disperses the traffic to the surrounding community including Well Road, South Douglas Road and the general Ballinlough area.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1389	For very little gain we would see one of the most natural landscapes with a significant number of mature and rare trees destroyed. We both firmly believe that improved sustainable transport alternatives can be achieved without destroying the landscape of the Douglas Road and call on alternatives be sought that does not see the destruction of the heritage and homes on the road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1389	At the other end of this corridor, we also must highlight the proposed CPO of a significant piece of land from the back gardens of four homes. The carriageway on this section of the route is already over 14 meters wide and it is extraordinary to think that it would need to be any wider. We don't believe, until a recent site visit by engineers, that the complex topography of that land was considered. We would ask that sense would prevail and the plan to CPO these gardens would be abandoned.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1389	The plans currently fail to take in to account the community connectivity arid fabric the city that is required to allow families, elderly and businesses to function. We believe that compromise can be achieved on these routes as it has been in other meaningful engagement takes place. As such again we ask that in respect of this. Corridor that an additional period of consultation take place prior to any statutory process commencing.	Please see the NTA's response to Issue 12 in this report
NTA-C14-1390	The proposals, that have been amended, but that are now before us in Phase 2 for the Douglas Road and not acceptable. The Douglas Road is one of the most natural urban landscapes that we have in our city. The canopy of very mature trees that line this route are not something that can be replaced with any semi-mature alternatives and would take decades to achieve what we already have today. The wonderful heritage walls and the biodiversity that lies behind them could never be replaced.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-1390	<p>I have met with residents along this route on a number of occasions since this process began. The proposals impact on all their homes both directly and indirectly. For those that are facing CPO it would require an extraordinary land take with significant consequences to their quality of life. I find it hard to believe that there are not alternative sustainable proposals that could work for all. Some of these families have just invested significantly in new homes to move to the area because of the natural environment that currently exists. Many others have lived in these homes for generations and would be faced with no other choice but to move. Either scenario is not acceptable. Further along this Corridor proposal, at Reeveswood, the CPO proposal takes no account of the very personal impact on a family who have highlighted their circumstances on a number of occasions to the NTA and that as of yet have not been able to achieve a very minor alteration that would make a significant difference to them. At the Maryborough Hill end of this scheme the proposal includes taking the back gardens of homes in order to widen an already significantly wide stretch of road of some 14 meters that is completely unnecessary.</p>	Please see the NTA's response to Issue 13 in this report
NTA-C14-1390	<p>I note in the; updated proposals for the Turners Cross area that the purchase of land for a car park is suggested to alleviate the impact of the removal of street parking currently in existence on Evergreen Road. I would have concerns about the practicalities of this proposal - logistically both due to the number of homes and that have cars on the road, and to be fair they are mainly one car households</p>	Please see the NTA's response to Issue 10 in this report
NTA-C14-1390	<p>for those looking to attend the doctors surgery but also the elderly age demographic for those living in the area. The new proposals also include diverting traffic along O Connell Avenue and Friars Road. This would seem to me to be unsuitable for the quiet and narrow residential area that this is.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-1526	<p>The current NTA plan will have a detrimental impact on the local environment. 1km of mature gardens, hedgerows and trees, (many over 150 years old), will be replaced by concrete. The NTAs version of "sustainability" is in complete opposition to the current attempts to resolve climate and habitat issues.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C14-1526	<p>Rat Runs' Through Housing Estates Bus Connects neglects almost every other form of transport. The proposed bus gates on Douglas Road will force road users to find alternative routes, cutting through quiet residential areas instead. This raises many safety concerns in the vast residential areas between Douglas Rd and Boreenmanna Road.</p>	Please see the NTA's response to Issue 17 in this report
NTA-C14-1526	<p>I have been trying to make my submission on the bus connects website. Firstly, it would not accept my password, so I had to wait for the email with the link to make a new (the exact same) password. I then spent over an hour waiting for my first observation to register, but the 'add to submission' button just kept on spinning'. Luckily, I wrote my observations in a document which I intended to copy and paste as when I eventually hit back hoping to try again, it closed the entire website. If I had written my submission directly, I would have lost everything I wrote. I tried again and have officially given up on this infuriating and seriously user-Unfriendly website.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C14-1526	<p>Boreenmanna Road - I have still received NO notification about the NTAs plans for my area from the NTA. Surely all residents on or adjacent to the proposed developments should have been informed long ago. At the very least residents should have been notified that there would be 'information sessions' at Nemo Rangers and Rochstown Park. How are people supposed to know to check the NTA website if they've never been informed the NTA plan even exists. Were it not for the tireless effort of local councillors and independent voluntary resident groups we would still be none the wiser.</p>	Please see the NTA's response to Issue 12 in this report
NTA-C14-1526	<p>The current NTA plan will have a detrimental impact on the local environment. 1km of mature gardens, hedgerows and trees, (many over 150 years old), will be replaced by concrete. The NTAs version of "sustainability" is in complete opposition to the current attempts to resolve climate and habitat</p>	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-1526	<p>These are some of the known benefits of mature trees and gardens in urban areas;</p> <ul style="list-style-type: none"> * It's home to numerous species of bird, insect, small mammals and amphibian. All of which will be displaced or killed. *It vastly improves air quality. Not only does vegetation absorb co2, the leaves capture hazardous particulates emitted by car exhausts which are then flushed away by rain. * It helps regulate temperature. Concrete jungles get incredibly hot in sunlight. * Increasing the amount of concrete and reducing vegetation increases the risk of flooding. *Green spaces are known to improve mental wellbeing and help prevent depression. * It's also visually attractive and pleasant to walk. Only added to by the historic walls and structures which will also be demolished if this plan is carried out. The NTA clearly has no regard whatsoever for local heritage. 	Please see the NTA's response to Issue 1 in this report
NTA-C14-1532	<p>I am writing to object to the proposed installation of a bus gate on Douglas Road. I believe that this proposal will have a detrimental impact on local residents and their guests, and I urge you to reconsider.</p> <p>The proposed bus gate would block access to private homes and businesses and would make it very difficult for residents to get to and from their homes, which is completely unacceptable. This would be particularly inconvenient for elderly residents, those with disabilities, and parents with young children. My father has Parkinson's disease, hence the car is integral to his access to essential services, and preventing this would have a huge impact on his well being.</p>	Please see the NTA's response to Issue 11 in this report
NTA-C14-1532	The proposed bus gate would also make it difficult for guests of local residents to visit. Visitors would have to either park in a nearby car park and walk, or take a bus. This would be inconvenient and expensive, and it would deter visitors from visiting.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1532	This bus gate would also have a negative impact on local businesses. Businesses rely on customers being able to easily access them. If the bus gate is installed, customers will be less likely to visit these businesses, which could lead to job losses and business closures and could impact the overall neighbourhood negatively in the future.	Please see the NTA's response to Issue 22 in this report
NTA-C14-1532	Prior to passing this, I implore you to walk along Douglas Road and take note of the historical value the area has to offer. This proposal would remove walls and trees that have been around for millenia, consider the environmental impact this would have on the area, and how it defies the intent of preservation over progress.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1533	1. I have an elderly mother, who may eventually come to live with me. My concern is how she will access my home? With the proposed changes, it appears there will be no stopping outside my house to gain access. I also have a daughter with a chronic illness and a granddaughter. At the moment my daughter and granddaughter park up the road and walk down but if I am minding my granddaughter, I cannot leave the baby in the car whilst I unpack, I also cannot leave the baby in the house while I go out to the car and unpack.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1533	I am concerned about the impact of many double decker buses on the structure of my home. My house is stepped down from the footpath and when large vehicles swoosh pass any refuse on the road flies into my front. I am constantly cleaning papers, leaves, and general debris from my front. This is worsened by tall vehicles like large lorries and double decker buses.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1533	I am concerned about the devaluation of my property due to its position on what is proposed to be a very large wide busy main road.	Please see the NTA's response to Issue 19 in this report
NTA-C14-1533	4. I am concerned about noise pollution. Generally cars passing are not very noisy, but buses are very noisy. My windows rattle with the noise of passing vehicles. Unfortunately I do not have triple glazed windows. 6. I am concerned about air pollution. I regularly walk the beautiful leafy Douglas road and with the increase of traffic the air quality will deteriorate.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1533	I am concerned about privacy. When a bus passes, because I am already on probably the narrowest part of the road, (as narrow as the road by Eldred Terrace) anyone seated on the upstairs of the bus can see right into my front living room. If there will be multiple buses passing, there will be as good a view of my home as on the balcony of the Cork Opera House!	Please see the NTA's response to Issue 1 in this report
NTA-C14-1533	I am concerned about the safety regarding road crossings.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1533	8. Like most others, I am very concerned about the loss of beautiful stone walls and beautiful old trees. Although, I assume the old stone walls can be reinstated with the original stone if they are removed, With the proposed changes, the visual landscape of Douglas Road will change immeasurably.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-1533	To conclude, I have a long back garden and have access via a laneway at the end of the terrace. If necessary, parking could possibly be made in this area although it is 200 feet from the back of my house. This would involve excavation of the area and a concrete slab for a parking space. Not all of my neighbours have access to the lane and not all have a long garden as I do. I also do not, and will never have the money to fund a parking spot at the bottom of my garden, as I said at the beginning of my submission, Parking is my primary concern because of my elderly mother, my daughter and my granddaughter.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1533	I am opposed to the proposed changes to the Douglas Road. I moved here 10 years ago because I wanted to be able to walk to town and to Douglas and also to be able to use public transport when necessary. I hold a parking permit and I park a little distance away by the wall of St. Finbarr's Hospital which is not ideal when I have shopping etc, but at least it's there.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1533	I am disappointed and quite frankly horrified that I did not receive any information personally with regard to the proposed changes on what will undoubtedly affect me, my ageing mother, my daughter and frankly anybody that comes to visit.	Please see the NTA's response to Issue 12 in this report
NTA-C14-1534	We are residents of the Well Road and are very concerned about the proposals of the NTA BusConnects plans for this area. Living on the Well Road for many years, which was built for the traffic volumes of over 60 years ago, it is not now possible to direct such heavy volumes of traffic on to a road that was not designed to take this. Recently as I queued to exit I saw a van having to mount footpath to allow a major truck to pass up the well road. This is dangerous in every respect. There has been a sign at entrance to Well road from Douglas, saying no heavy vehicles, which was put there many years ago.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1534	It is impossible to exit our homes safely at the moment, and traffic volumes need to be reduced, not increased.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1534	Recently as I queued to exit I saw a van having to mount footpath to allow a major truck to pass up the well road. This is dangerous in every respect. There has been a sign at entrance to Well road from Douglas, saying no heavy vehicles, which was put there many years ago.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1536	Disappointed with the revised BusConnects STC-I plans for our area (Beechwood Place Douglas Road). The taking of car spaces with lack of replacement parking is a serious threat to our living amenity and is a real devaluation of our properties. As we outline in our latest submission, there will be eleven 3 or 4 bed family homes left with no car space. Note, the plan only offers 9 publicly accessible spaces for my area. The other proposed parking is on private land accessible to only 10 houses. The HSE owned field near Tesco is a perfectly suitable solution to parking but is being blocked by the council. It appears to us that the council is not really invested in the bus corridor project. In our submission, we ask that at least BusConnects secures the frontage at that section to replace the current parking. It is a small compromise for the council to make. STC needs 12 meters but there are 16 meters available that that section without unduly impacting on the HSE house and field. Furthermore, it is the council that removed the replacement parking provision in the Nemo development. If BusConnects can impress on the council that the planning conditions from the earlier grant for this development should be restored, it would go a long way to allay the fears of residents regarding the STC plan. As you may remember, Con had mentioned securing the road frontage between Eldred terrace and Beechwood Place (where we currently park). The council is allowing most of this land is to be absorbed into the new development. In our submission, we outline a number of options regarding this area. if BusConnects can secure the small section of land at my gable wall (in black below), it would help us maintain 2-3 valuable car spaces for Beechwood Place residents without impacting on the development	Please see the NTA's response to Issue 10 in this report
NTA-C14-1536	Development. In the folio below, the area in red has been secured by the developer for access. The area in black is not owned by them and they have no rights to include it in the development. However, they claim they own it as part of the laneway at the back of our properties. But this is not correct. The lane starts at the back of my house (shown clearly in land registry).The council are accepting the word of the developer. They (and Bord Pleanala) state we would have to take a judicial review to resolve the land ownership issue. This is a real blow to residents. We can show land registry maps showing clearly that the area in black is not owned by the developer, and that the lane starts at the back of my house, yet the council have been happy to take the developers side.	The comment is noted and we thank you for bringing this issue to our attention. During the next phase of the route development the BusConnects team will review parking proposals throughout the scheme.

Reference	Statement	NTA Response
NTA-C14-1537	<p>I raised the issue of parking next to my property in the Zoom meeting last Thurs. I was a little disappointed with our group that it appears the NTA were unaware of the real concerns relating to parking for my terrace (Beechwood Place). The engineer who visited the area that day, was also unaware of the issue. The latest plan sees the reintroduction of on street parking, solving most of the concerns of that section. It seems that the majority of time was spent discussing improving the access to private parking owned by some residents of the terraces (and by people who have the option to use that land if they wish). At worst, these people may face some minor inconvenience, but hardly serious implications as result of the STC.</p> <p>I feel that some consideration, if not priority, should be given to the people who will face having no parking if the current plan is implemented.</p> <p>The current plan shows a line of off road parking in the layby between my terrace and Eldred place . However there is granted permission to take that land for use as an entrance to a major residential development in the old grounds of Nemo Rangers.</p>	Please see the NTA's response to Issue 10 in this report
NTA-C14-1538	<p>The bus connects proposed plan for the Ballinlough Road is to change the direction of the one-way system from Eastwards to Westwards, in other words no entry from the Douglas Road, but from the Bellair end. It is unclear whether this will cover the whole length of the Ballinlough Road or just the narrowest part. The issue for me as one of the residents will be what route should I take to get home if this is implemented?</p> <p>I have attended meetings about the Busconnectscork and there was no mention of this change to traffic direction on the Ballinlough Road in any of the brochures or other publications. Shocking! This information came to light by chance at the information sessions while discussing the traffic issues on the Douglas Road. Therefore residents like me affected by this change have not been informed about it.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-1538	The proposals for the Douglas Road should be abandoned. Are the maps of Cork out of date? In my opinion we lack the space on our roads for the proposed infrastructure. London has the best infrastructure for public transport in my opinion- an underground, traffic lights for bicycles, no cycling signs on footpaths and also no cycling signs in some areas of the public parks.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1539	Please see the attached submission. We delivered a hard copy with a petition signed by hundreds of patents last week to the NTA office in Cork. Our suggestion would enable the Medical Centre to stay open whilst having no effect on the bus corridor. Thank you for your attention to this critical submission for our Medical practice.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1540	My address is Horlyn, Hettyfield, Our housing estate is going to be totally overrun with constant traffic flow if traffic is going to be diverted off the Douglas Road at Douglas Village.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1540	Properties in our area are going to be devalued	Please see the NTA's response to Issue 19 in this report
NTA-C14-1540	Nobody wants to live in an area with noise pollution and air pollution.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1541	As a resident in Ballinlough, I'm not in favour of the bus gate idea running from St Finbarrs to the Well Road. That will send more traffic through a busy and narrow area of Ballinlough road and in particular my daughters school of Our lady of Lourdes. I realise the aim of the project is to provide better public transport connections, but at the end of the day a lot of people	Please see the NTA's response to Issue 2 in this report
NTA-C14-1542	I object in the strongest possible terms to the planned 'bus gate' on the Douglas Road and Well Road Junction. If the planned 'bus gate' goes ahead, not only will it massively increase the traffic congestion in Douglas Village, but it will also inevitably lead to a huge increase in traffic along the already overloaded Well Road as well as increased unwanted and unnecessary traffic in residential streets and estates in nearby Douglas and Ballinlough	Please see the NTA's response to Issue 6 in this report
NTA-C14-1542	I also strongly object to the plans to fell dozens of mature trees along the Douglas Road in order to create more bus lanes. Everyone in the country is aware that the greatest threat to beautiful trees	Please see the NTA's response to Issue 1 in this report
NTA-C14-1542	Why anyone thinks it is a good idea to divert thousands more vehicles into residential areas at peak times is a complete mystery to me. None of my neighbours support these planned changes and I doubt that anyone living in our areas will ever again vote for any public representative, (or party) who supports putting more traffic through our streets. Clearly, whoever thought up this latest plan cares very little about local residents.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1543	if the original plan was the best one, amended as a result of consultation, why was there a change made on Rosebank? In It will no longer be possible to drive through Rosebank, that will not make traffic any better. If you don't turn right on to Langford Row, you will not be able to turn onto Capwell Rd, Cross Douglas Road, Rosebank, Rhodaville, your first opportunity will be Tramore Lawn	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
NTA-C14-1543	Between Douglas West and Turners Cross, you have 4 Primary Schools and 3 Secondary Schools and a number of Pre Schools, the number of buses along this route will reduce dramatically according to the greater bus plan, how will the pupils get to school, it will result in Additional traffic, and this is before the additional displaced traffic from the Main Douglas Road. The South Link Road will get backed up, traffic will be extremely slow between South Douglas Road & Turners Cross so traffic will not be able to get off the South Link.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1543	When there is no parking outside a school, motorists will just stop in traffic, particularly when it is wet, and both the South Douglas & Main Douglas Road will be effected.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1543	At a meeting I attended in the Rochestown Park , there was a suggestion that you could have one way on Main Douglas Road and the opposite on the South Douglas Rd- the reply was that you would have people needing to walk a distance to get a bus- well now, the Ballinlough Bus will go from every 30 mins to every hour and South Douglas Rd every 20 mins from every 15 and the 219 What if you did have a traffic lane and a bus lane on both the South & Main Douglas Roads, it would be cheaper to have a free shuttle bus service between the Main & South Douglas Roads then take so many gardens. Why not have a tunnel from the FingerPost Roundabout to the main Douglas Road, it would speed matters up considerably.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1544	I am unsupportive of the current plan (second submission) that the busconnects cork are recommending for the following reason. Devaluation of my property because of the high volume of increased traffic that is inevitable coming through our housing estate from south and west of the city and surrounding areas of the county due to the closure of Douglas road.	Please see the NTA's response to Issue 19 in this report
NTA-C14-1544	I am unsupportive of the current plan (second submission) that the busconnects cork are recommending for the following reason. 2. There will inevitably be cars parking in our housing estate because of present parking areas being used for other purposes.	Please see the NTA's response to Issue 10 in this report
NTA-C14-1544	I am unsupportive of the current plan (second submission) that the busconnects cork are recommending for the following reason.4. There will be air pollution and light pollution due to the removal of mature trees leading to the loss of biodiversity. I'm attaching two further documents for your attention.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1544	I am unsupportive of the current plan (second submission) that the busconnects cork are recommending for the following reason.Construction disruptions will frustrate and cause monumental inconvenience, traffic jams, and RTA,s for cars bicycles and pedestrians.	Please see the NTA's response to Issue 18 in this report
NTA-C14-1548	1. At a Public Information Meeting in April '23, an Engineer working with NTA referred me to Map 3 of the Proposed "Maryborough Hill to City" Bus Corridor publication which identified a preferred route option showing a bus gate at St. Finbarr's Hospital, which would prevent all vehicles, including heavy duty vehicles, from travelling east towards Douglas so therefore all this heavy duty outbound traffic would be forced to travel up lower Ballinlough Road which is a totally unsuitable road to take this type/volume of traffic, it is a very narrow road and a road which funnels into a "one way system" (from "Bernadette Way" to "Bellair"). I doubt if the NTA engineers have even walked or driven this route?.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1548	2. Since attending this April '23 Public Information Meeting, I have now heard from my local Councillor that it is proposed in the plan to reverse the direction of the traffic flow of the above mentioned "one-way-system" from "Bellair Junction to Bernadette Way" to facilitate all city bound traffic. Why is there no mention of this change to traffic direction in any of the brochures or publications? Many residents are not even aware of this change. This option is no better. The vast increase in traffic, including school traffic and all city bound traffic would be diverted down this narrow road from "Bellair Junction" which would become an absolute rat run. This city end of the Ballinlough Road was never intended to carry such volumes of domestic and commercial heavy duty traffic - it would be a total safety hazard for all, including elderly and school going children. Houses and footpaths are in very close proximity to the road edge and with this increased heavy duty traffic, safety	Please see the NTA's response to Issue 2 in this report
NTA-C14-1548	would be a major concern and safety must always be a priority. Excessive noise and vibrations are other issues which would be of major concern and should be taken into consideration.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1548	As Ballinlough is a known area for subsidence, the vibrations from the heavy duty traffic could lead to subsidence damage to	Please see the NTA's response to Issue 16 in this report
NTA-C14-1548	Another concern would be if on-street parking was lost. If so where would the residents park?. It seems that people transiting through our road are being given priority over the actual residents.	Please see the NTA's response to Issue 10 in this report

Reference	Statement	NTA Response
NTA-C14-1549	<p>Douglas Rd. & not the main Douglas Road. We are losing 219 which is the bus to CIT & CUH. Just a new development of apartments has been built straight across the road from the bus stop. These will be occupied by several elderly people. It's a sizeable site as it was pitch & putt course. None of these people will have transport. To expect them to be changing buses getting off & on is not easy for many not to mention waiting in the cold & wet for a connection. The main reasons people don't use buses 1. Frequency, 2. reliability & it's not traffic as if you are in car you are held up also it's no shows. No shows are going on in Bus Eireann for last 60 years. It's not today or yesterday. It's cultural problem which nobody seems to be capable of fixing. Before you even think of Bus Connect that needs to be fixed which at this stage not sure if it will ever be resolved. Bit like HSE in that respect. 3. reason buses need to be going where the people are going so that's why it was important to have asked people where they were coming from & where they were going</p> <p>Another area the traffic coming down the hill from Lehenaghbeg is brutal yet the bus once it leaves Ballyphehane is empty. Obviously bus not going where they are going. I don't know where they are going but you should know & don't. You take the bus from the people who use it of course many of them may be old & of course this must be the reason.</p>	Please see the NTA's response to Issue 15 in this report
NTA-C14-1549	<p>Since you want to make a bus corridor on the Main Douglas Rd & road will be closed to private cars during peak times that will mean all the traffic will be on Sth Douglas which is now I think much busier than front road due to all new estates. There will be no moving & good bye to the bus. You say local use on Sth Douglas Road that's what it is presently.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-1549	<p>I see now why kids are driven to school on our road & Ballinlough Road it's too dangerous to walk. Footpaths too narrow in places & opposite these narrow footpaths there is none on other side. When not facing traffic inclined to step off to let others pass not realising cars are extremely close to path. Safer to drive especially if you have buggy also. Also the amount of trucks going in & out of Dosco estate & using the road. There was a child killed by a truck some years ago.</p>	Please see the NTA's response to Issue 9 in this report
NTA-C14-1549	<p>There are bits of cycle lanes v seldom used too close to traffic a footpath would have been more beneficial especially there beyond Sullivans chemist. A path was badly needed there as opposite side v narrow. Mad to have cycle lane.</p> <p>Another place traffic constant going to down to swimming pool off Ballinlough Rd all driven paths too narrow & again dreadful bus service.</p>	Please see the NTA's response to Issue 8 in this report
NTA-C14-1549	<p>You are destroying a beautiful front Douglas Road old walls beautiful old houses & gardens. You can't recreate history it's taking the whole culture ambience & history that can't be restored. Not sure the children of today & those to come will thank you.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C14-1549	<p>The traffic is way too heavy as it is for the width of the road. It looks to me there was no ground work done before this system was devised.</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-1549	<p>The questionnaire was only relevant to a certain cohort of people. I did not complete it as none of the questions were relevant to my use. There are a sizeable number of older people in this area & it appears to me this is the reason we were excluded which is discrimination & very ageist</p>	Please see the NTA's response to Issue 12 in this report
NTA-C14-1549	<p>At no stage was anybody asked how many cars in households. What they were used for. Did they ever use bus & how could it be improved. Why they were not using bus & most importantly what would entice them to use it. It's the people in all the areas who use the buses & not you working off maps in offices in Dublin & using extremely badly thought out questionnaire as an excuse for consultation. No area should have ended up with worse services.</p>	Please see the NTA's response to Issue 14 in this report
NTA-C14-1550	<p>It is unclear to me in your latest proposals of how traffic from Maryborough Hill, from the Rochestown road, and from Carrigaline directions can reach Ballinlough at peak times. The lack of apparent clarity makes me uneasy that such traffic will be directed up the Well Road – and hence will seriously impact on roads leading off the Well Road. Hettyfield, Lake Lawn, Woodview would all be routes that could be taken by a very large proportion of that traffic. Hettyfield has already changed into a 'rat run' for cars, the traffic here has increased beyond all recognition in recent years (and particularly since traffic from Well road cannot turn right on to the main Douglas Road), and any further increase would be totally intolerable and quite dangerous</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-1550	<p>The other danger is that such roads would become parking lots for people who then take public transport from this area into the city.</p>	Please see the NTA's response to Issue 10 in this report
NTA-C14-1550	<p>Since the proposal seems also to focus on channeling traffic into Ballinlough, I think that it should be totally scrapped. Ballinlough Road is narrow, and it already has shops, pubs, school, church, post office, credit union, tennis club, children's facilities. Bringing more cars down such a road is inviting disaster for pedestrians and cyclists and</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-1550	<p>Extremely difficult for local people to access those vital amenities – parking outside a supermarket to collect shopping is so important for those of us who are no longer able to lug heavy shopping.</p>	Please see the NTA's response to Issue 17 in this report

Reference	Statement	NTA Response
NTA-C14-1551	It is very disappointing that Passage West has not been included on the proposed bus corridors. People in Passage West are required to attend Carrigaline Primary Care Centre (located on the far side of Carrigaline on the Crosshaven Road) for their medical needs.	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-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1551	It is completely unacceptable that there is not a direct bus route and cycle path between Passage and Carrigaline and that to attend medical services requires users to take two buses at a minimum which takes well in excess of one hour for what is a 15-minute car journey. There is no incentive for people to leave their car behind in such circumstances.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1552	We live in Rhodaville Estate, close to the Douglas Road, and are currently very well served by bus services (220, 216, 207, 223). These give us direct and frequent access to most destinations of importance, in particular the CUH, Bons Secours Hospital and UCC. The 220 route is particularly valuable in this respect. Note that direct routes, without the need to change buses in the centre of Cork, are particularly important for passengers of limited mobility. Our only criticisms of the current services are the lack of a direct service to Kent station and the disruptions of scheduled services which occur due to delays in Douglas Village. We would also welcome greater provision of covered bus shelters. The proposed new bus routes appear to remove direct access to many important destinations, in particular the CUH and Bons Secours Hospital, making bus travel a much less attractive option for us. Provision of direct access to hospitals should be an essential consideration in organising a public transport system.	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-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1552	While the proposed changes to the Douglas Road are welcome in as much as they provide continuous footpaths, we are not confident that the major cause of delays to buses will be removed, namely congestion in the approaches to Douglas Village. Reduction of congestion requires radical changes to the road system which would reduce traffic through the Village. Note, for example, that traffic from our area for the ring road in the Dunkettle direction has to travel through the Village to join the ring road.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1553	My address is Horlyn, Hettyfield, Our housing estate is going to be totally overrun with constant traffic flow if traffic is going to be diverted off the Douglas Road at Douglas Village. Properties in our area are going to be devalued as nobody wants to live in an area with noise pollution and air pollution. I'm attaching two further documents to support my absolute objection to these proposals.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1554	I do not think it is necessary to close Capwell Road and High Street to through traffic. The argument for doing making High Street closed to through traffic is make it a quiet street for cyclists. It is not clear why Capwell road needs to be made a quiet street also. It leaves people trying to get to Turner's Cross from Ballinlough with very few options.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1554	Capwell Road is currently one of the few options to get from Douglas Road to Turner's Cross. I work in the area and this plan would have a detrimental effect on traffic flow. it will push a lot more traffic onto Southern Road and Langford Row, trying to get to Turner's Cross which will delay the buses on Route I going down Southern Road. This needs to be rethought.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1554	I rang the number and was asked to email in my submission. I rang because i couldn't login to my account to register my submission and the lady said to do it this way. I hope you can log my submission It refers to the Maryborough to Cork City bus connect.	Please see the NTA's response to Issue 12 in this report
NTA-C14-1554	Who came up with these cycle lane proposals? Have these people in suits ever looked out the window and seen the Irish weather? They are totally detached from reality which is - IT RAINS IN IRELAND - A LOT!!	Please see the NTA's response to Issue 8 in this report
NTA-C14-1555	I am writing to object to the proposed installation of a bus gate and all the construction associated with these BusConnects proposals on the Douglas Road. I believe that this proposal will have a negative impact on residents and businesses and will also destroy numerous irreplaceable historical features and trees. In addition, the proposed construction would destroy numerous irreplaceable historical features and trees, many of which are over 100 years old. Douglas Road is home to several historic buildings and trees, which are an important part of the area's character. The destruction of these features would be a significant loss to the community, which in my opinion is counterintuitive to the perceived notion of conserving natural environments that the government is currently portraying.	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-1555	The bus gate would prevent all but buses from accessing the Douglas Road during certain hours. This would make it much more difficult for residents to get around, specifically those who rely on their cars for transportation, especially elderly or disabled residents. It would also greatly impact the access for guests of residents, as during the hours the bus gate is active, guests would not be permitted access without fines.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1555	I have not seen a clear plan to accommodate the businesses that are an active part of our community and how they will be sustained while bus lane access is in effect. I feel the addition of this measure would greatly impact the area and may even result in diminished property values, as this limited access would have a negative impact for any new buyers looking to move to the area.	Please see the NTA's response to Issue 22 in this report
NTA-C14-1556	The proposals have effectively gutted many of the key elements of the corridors, and render many of the corridors the same, or worse, than they were before (e.g. Route I has less bus frequency than before, and no material improvements to the corridor). The capitulation to the more extreme and hysterical opponents of the plan have, unfortunately, meant a solution for no one and a budget in search of a place to be spent.	Please see the NTA's response to Issue 14 in this report
NTA-C14-1557	I am emailing because I am completely unsupportive of proposed changes to the Douglas Road area. This is one of the most beautiful areas of Cork City, and that is largely due to the mature trees, beautiful stone walls and greenery.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1557	No major changes have been made since the previous NTA submission which is ridiculous considering the effects this will have on the aesthetics of the area and congestion it will create in the housing estates located off the Douglas Road, including Hettyfield, for the local people.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1557	The concerns of local people from the previous submission have been completely disregarded and ignored., these changes happen, our housing estate is going to be totally overrun with constant traffic flow if traffic is going to be diverted off the Douglas Road at Douglas Village	Please see the NTA's response to Issue 2 in this report
NTA-C14-1557	House values in our area will decrease as nobody wants to live in an area with noise pollution, air pollution and constant traffic right outside their front door.	Please see the NTA's response to Issue 19 in this report
NTA-C14-1566	the presence of trees supports positive mental health and wellbeing. Removing mature trees from the Douglas Road will increase stress levels in the community.Increases in road traffic will lead to corresponding deterioration in noise and pollution levels , exacerbated by the removal of many trees and shrubs from the immediate vicinity the disruption, noise and pollution caused by the construction process is also a concern, as it will extend over a long period of time. The unnecessary widening of the road entails the removal of attractive mature trees, shrubs and stone walls that provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic. With the hazards of global warming becoming increasingly obvious, it makes little sense to replace trees and shrubs with large areas of concrete and asphalt	Please see the NTA's response to Issue 1 in this report
NTA-C14-1566	The increased width of The road will cause difficulties entering and leaving Baltimore Lawn	Please see the NTA's response to Issue 11 in this report
NTA-C14-1566	I will find crossing the newly-widened road difficult and dangerous, especially as I grow older	Please see the NTA's response to Issue 9 in this report
NTA-C14-1566	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre	Please see the NTA's response to Issue 3 in this report
NTA-C14-1566	The increased noise and air pollution resulting from this plan will have significant impact on the human and natural enviro	Please see the NTA's response to Issue 5 in this report
NTA-C14-1568	I am totally opposed to the chnages planned for Douglas Road, In fact they will do more harm than good From a personal prespective your plan will negatively affect from property in relation to: - Subsidence - Devaluation of property - Loss of outdoor space - Loss of mature trees - Increase in noise levels - Increase in pollution levels In addition to the above I am realistically prohibited from making any decision to dispose of my property for many years, should I so wish, beause of uncertainty that your Plan will create in the housing markert in the area	Please see the NTA's response to Issue 19 in this report
NTA-C14-1568	It will ruin the protected structures on the Douglas ROad and the original stone boundary walls which is innecessary and will be irreversible	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-1568	In general, It seems to me that very little planning went into your plan - Maps not to scale - Traffic surveys not carried out - No effort made to tackle school traffic - Your plan will not resolve the traffic issues in Douglas Village - The sharing of a cycle and pedestrian lane is totally unsafe - Surely there are cheaper, safer and greener alternatives - School bus service - One way loop incorporating the South Douglas Road - Trial traffic calming measures and bus gates	Please see the NTA's response to Issue 7 in this report
NTA-C14-1570	the presence of trees supports positive mental health and wellbeing. Removing mature trees from the Douglas Road will increase stress levels in the community. Increases in road traffic will lead to corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity the disruption, noise and pollution caused by the construction process is also a concern, as it will extend over a long period of time. The unnecessary widening of the road entails the removal of attractive mature trees, shrubs and stone walls that provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic. With the hazards of global warming becoming increasingly obvious, it makes little sense to replace trees and shrubs with large areas of concrete and asphalt	Please see the NTA's response to Issue 1 in this report
NTA-C14-1570	The increased width of The road will cause difficulties entering and leaving Baltimore Lawn	Please see the NTA's response to Issue 11 in this report
NTA-C14-1570	I will find crossing the newly-widened road difficult and dangerous, especially as I grow older	Please see the NTA's response to Issue 9 in this report
NTA-C14-1570	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre	Please see the NTA's response to Issue 3 in this report
NTA-C14-1570	The increased noise and air pollution resulting from this plan will have significant impact on the human and natural environment	Please see the NTA's response to Issue 5 in this report
NTA-C14-1572	The removal of mature trees along the Douglas Road will turn it into a concrete wasteland, seriously impacting the environment, The heritage and character of the Douglas Road will be destroyed	Please see the NTA's response to Issue 1 in this report
NTA-C14-1572	There will be a huge effect on parking, Those people affected by CPOs are coming under extreme stress with their lives and property under threat of irreversible change	Please see the NTA's response to Issue 13 in this report
NTA-C14-1572	The Douglas Road is busy at two times of day: -school pickup/drop off, and -going home after work The former is caused by a lack of school bus arrangements and dedicated drop-off zones, The latter is due to the bottleneck at Douglas village. Sorting these two issues would be cheaper and easier than vandalizing the whole Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C14-1574	the presence of trees supports positive mental health and wellbeing. Removing mature trees from the Douglas Road will increase stress levels in the community. Increases in road traffic will lead to corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity the disruption, noise and pollution caused by the construction process is also a concern, as it will extend over a long period of time. The unnecessary widening of the road entails the removal of attractive mature trees, shrubs and stone walls that provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic. With the hazards of global warming becoming increasingly obvious, it makes little sense to replace trees and shrubs with large areas of concrete and asphalt	Please see the NTA's response to Issue 1 in this report
NTA-C14-1574	The increased width of The road will cause difficulties entering and leaving Baltimore Lawn	Please see the NTA's response to Issue 11 in this report
NTA-C14-1574	I will find crossing the newly-widened road difficult and dangerous, especially as I grow older	Please see the NTA's response to Issue 9 in this report
NTA-C14-1574	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre	Please see the NTA's response to Issue 3 in this report
NTA-C14-1574	The increased noise and air pollution resulting from this plan will have significant impact on the human and natural environment	Please see the NTA's response to Issue 5 in this report

Reference	Statement	NTA Response
NTA-C14-1577	I can't imagine the proposal to create a bus gate at the Douglas Road and Well Road junction is viable - the well road is narrow and windy. Please show us a traffic survey that confirms the Well Road would have sufficient capacity to carry morning traffic to Regina Mundi Secondary School, Eglantine National School, St Anthony's National School, Douglas Swimming Pool, Ballinlough Church etc. It would be lovely to imagine fleets of school buses taking children to these schools and negating the need for private journeys but I don't find that a realistic scenario. Please show us the traffic survey we assume you have undertaken. If it is indicating anything different.- As previously comment the proposal will realistically move traffic from the Douglas Road to the adjoining housing estates. This creates a unpleasant and unsafe consequence	Please see the NTA's response to Issue 7 in this report
NTA-C14-1577	As previously commented the problem is not circulation on the Douglas Road but congestion in Douglas Village.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1577	As previously commented, there is a real risk of subsidence resulting from thr works. Subsidence is a knwon issue in the area. Few homes in Douglas now have insurance against subsidence as a result of previous cases;	Please see the NTA's response to Issue 16 in this report
NTA-C14-1577	As previously commented an alternative solution deserves more analysis. Creating a one-way system loop using the Main and South Douglas ROad could be far less disruptive and costly	Please see the NTA's response to Issue 3 in this report
NTA-C14-1577	It is forseen that some of my garden will be CPO'ed to allow the road be widened. I do not wish for this to happen. I will lose trees screening my home from a busy road and a shirtened garden will devalue my property.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1577	Also, I will lose a section of historic stone wall at the front of the property. The craftsmanship and character of the masonry of this wall is not reproduced today. I would find tying in a section of such an old wall with a section of a modern wall an unappealing prospect. In facr, the perimeter wall fo many properties on the North side of Douglas Road is recognised for its heritage value and as such warrants protection	Please see the NTA's response to Issue 1 in this report
NTA-C14-1579	I am a resident of the Main Douglas Road As highlighted very clearly in my first submission 'my house is situated in an area prone to subsidence, the amount of work that will have to be done to widen the road will include - removal and replacement of electricity and telephone poles - removal and relacement of water and sewage pipes	Please see the NTA's response to Issue 16 in this report
NTA-C14-1579	Our houses will be considerably devalued	Please see the NTA's response to Issue 19 in this report
NTA-C14-1579	As highlighted by the majority of persons living on the Douglas Road, the removal of mature trees from the area will have a calamitous impact on the local biodiversity. I have personally counted and recorded 17 different bird species that visit mu garden daily, does the NTA realise the impact of the proposed chnages will have on these and other wildlife species? In addition, the trees also help with shading (our climate is getting warmer), prevention of flooding and carbon sequestration. Presently the road is a unique green urban corridor, an attractive green landscape for walkers, cyclists and motorrists alike It is painfully obvious that the proposed tree replacement plan will take many years to mature and will be of little benefit to the environment or to the current and future residents of the area	Please see the NTA's response to Issue 1 in this report
NTA-C14-1579	Bus Gates will cause huge problems for internal roads e.g. Hettyfield, Eglantine Park as the traffic will be diverted into these areas and many of the residents are completely imaware of the safety and enviornmental impacts this will cause	Please see the NTA's response to Issue 2 in this report
NTA-C14-1579	Alternative solutions to be seriously considered There are greener and cheaper alternatives to be considered e.g. - One way system with the South Douglas Road Speed traffic controls A well planned workable school bus service for the numerous schools in the area I am opposed to the proposed Douglas Road plan as it is non-viable, it will be extremely costly for the Tax Payer and is not based on thorough research on traffic flow residents concerns	Please see the NTA's response to Issue 3 in this report
NTA-C14-1579	Removal and rebuilding of residential walls, existing road, bicycle and bus lanes surfaces and footpaths The above activities will most definitely adversely impact the stability of my property and similar properties ion the Douglas area This very serious concern has not been responded to or addressed by the NTA and if the current Plan goes ahead for the Main Douglas Road the consequences for me and fellow residents will be disastrous.	Please see the NTA's response to Issue 18 in this report
NTA-C14-1579	The noise and air pollution that will be caused during construction and after when trees are removed, will have a huge impact on my/our personal health and wellbeing.	Please see the NTA's response to Issue 18 in this report
NTA-C14-1579	Important facts that were highlighted at our residents meeting. No traffic surveys were conducted on the Douglas Road before the Plan was presented. The maps shown to us residents were out of date and not to scale. The plan is totally contrary to the Cork City Cycling Plan (CMAT) DLUTS	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C14-1579	No plans mentioned to tackle school traffic	Please see the NTA's response to Issue 4 in this report
NTA-C14-1581	Made submission Round 1. Not in Favour of the plans. Issues noted in first round have gone unnoticed. Charper / greener alternatives. Heritage and character. Loss of beautiful mature trees and impact of local biodiversity would be huge. Historic stone walls destroyed . School transport system should be trialled? Overall destruction that the proposed plan brings.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1582	Submission made in round 1. Opposed to the proposed change sto Douglas Road. Other options that could be looked into. Cause more cingestion in Douglas Village. Most due to schools in the area. Cheaper and greener alternatives	Please see the NTA's response to Issue 6 in this report
NTA-C14-1582	Effects on wellbeing and health with the plans. Loss of mature trees, noise pollution, light pollution, impact on living. Widening the Douglas Rd will bring a huge volume of traffic to the parks and surrounding areas to Douglas Rd	Please see the NTA's response to Issue 5 in this report
NTA-C14-1583	The presence of trees supports positive mental health and wellbeing. Removing mature trees from the Douglas Road will increase stress levels in the community. Increases in road traffic will lead to corresponding deterioration in noise and polluntion levels , exacerbated by the removal of many trees and shurbs from the immediate vicinity the disruption, noise and pollution caused by the construction process is also a concern, as it will extend over a long period of time. The unnecessary widening of the road entails the removal of attactive mature trees, shrubs and stone walls that provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic. With the hazards of global warming becoming increasingly obvious, it makes little sense to replace trees and shrubs with large areas of concrete and asphalt	Please see the NTA's response to Issue 1 in this report
NTA-C14-1583	The increased width of The road will cause difficulties entering and leaving Baltimore Lawn	Please see the NTA's response to Issue 11 in this report
NTA-C14-1583	I will find crossing the newly-widened road difficult and dangerous, espicially as I grow older	Please see the NTA's response to Issue 9 in this report
NTA-C14-1583	The proposed one-way system will inconvience me as I attempt to drive to and from Douglas and the City Centre	Please see the NTA's response to Issue 3 in this report
NTA-C14-1584	the presence of trees supports positive mental health and wellbeing. Removing mature trees from the Douglas Road will increase stress levels in the community. Increases in road traffic will lead to corresponding deterioration in noise and polluntion levels , exacerbated by the removal of many trees and shurbs from the immediate vicinity the disruption, noise and pollution caused by the construction process is also a concern, as it will extend over a long period of time. The unnecessary widening of the road entails the removal of attactive mature trees, shrubs and stone walls that provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic. With the hazards of global warming becoming increasingly obvious, it makes little sense to replace trees and shrubs with large areas of concrete and asphalt	Please see the NTA's response to Issue 1 in this report
NTA-C14-1584	The increased width of The road will cause difficulties entering and leaving Baltimore Lawn	Please see the NTA's response to Issue 11 in this report
NTA-C14-1584	I will find crossing the newly-widened road difficult and dangerous, espicially as I grow older	Please see the NTA's response to Issue 9 in this report
NTA-C14-1584	The proposed one-way system will inconvience me as I attempt to drive to and from Douglas and the City Centre	Please see the NTA's response to Issue 3 in this report
NTA-C14-1584	The increased noise and air pollution resulting from this plan will have significant impact on the human and natural enviro	Please see the NTA's response to Issue 5 in this report
NTA-C14-1585	The unbelievable destruction that you will wreak on a beautiful environment all along the Douglas Road	Please see the NTA's response to Issue 1 in this report
NTA-C14-1585	The diversions and traffic chaos that you create along the way narrow side roads causing significant diversion for individuals trying to access their homes for a significant amount of time in the mornings and evenings	Please see the NTA's response to Issue 11 in this report
NTA-C14-1585	The manner in which residences will become devalued as a consequence of your action plan	Please see the NTA's response to Issue 19 in this report
NTA-C14-1585	The inevitable noise and machine effluent pollution that will occur for years in order to implement the plan/The moving of electricity and telephone poles into new locations - including current residents gardens.	Please see the NTA's response to Issue 18 in this report

Reference	Statement	NTA Response
NTA-C14-1585	Or perhaps it is necessary to knock heriage walls, to fell a very rare 200 year old Fern leaf beech tree, destroy residents long established gardens, shrubberies, entrances and diminish thier security all for the sake of saving of 4 minutes on bus journeys to the city. It cannot be to assist in siminishing climate chnage as the extant of greenery that will be totally destroyed will far outweigh that of the uncertainty and hope that individuals will abandon their cars for school runs (5 large scools in the vicinity) work, lesuire, medical and dental appointments The removal of mature treeses along the Douglas Road will turn it into a concrrete wasteland, seriously impacting the environment ,The heritage and character of the Douglas Road will be destroyed	Please see the NTA's response to Issue 1 in this report
NTA-C14-1585	The inevitable noise and machine effluent pollution that will occur for years in order to implement the plan.The additional pollution you will cause with cars backing up and unable to proceed due to the removal of the main road to Douglas Village during Bus gate timesThe moving of eletricity and telephone poles into new locations - inluding current residents gardens	Please see the NTA's response to Issue 5 in this report
NTA-C14-1585	The fact that the Well Road junction, the Douglas Village junction and the significant shopping outlets demand car traffic as a necessity - Dunnes; Tesco, Aldi, Mcdonalds and a new Lidl outlet are dependent on car commuters.Cars can be diverted easily along Ballinlough Road, the Well Road, Rhodaville, etc.as someone that walks the Douglas Road and enters Douglas village daily it is as plain as day that the destruction of the Douglas Road and its environs will no way resolve the bottleneck of traffic that is caused between the Well Road Junction and the village where traffic has to flow in 10 different directions	Please see the NTA's response to Issue 6 in this report
NTA-C14-1585	Residents will be forced to park their cars in your limited sized car parks - how do you assign such spaces? (27 at St.Finbarr Hospital entreance?)	Please see the NTA's response to Issue 10 in this report
NTA-C14-1585	How many pedestrians use the southern side of the Douglas Road	Please see the NTA's response to Issue 9 in this report
NTA-C14-1586	There will be a huge effect on parking	Please see the NTA's response to Issue 10 in this report
NTA-C14-1586	The Douglas Road is busy at two times of day: -school pickup/drop off, and -going home after work The former is caused by a lack of school bus arrangements and dedicated drop-off zones, The latter is due to the bottleneck at douglas village. Sorting these two issues would be cheaper and easier than vandalizing the whole Douglas Road	Please see the NTA's response to Issue 4 in this report
NTA-C14-1586	Those people affacted by CPOs are coming under extreme stress with their lives and property under threat of irreversible change	Please see the NTA's response to Issue 13 in this report
NTA-C14-1586	The removal of mature treeses along the Douglas Road will turn it into a concrrete wasteland, seriously impacting the environment.The heritage and character of the Douglas Road will be destroyed	Please see the NTA's response to Issue 1 in this report
NTA-C14-1586	There will be a lot of disruptive construction on the Douglas Road.	Please see the NTA's response to Issue 18 in this report
NTA-C14-1587	The effect that the diversion of traffic from the Douglas Road, due to the introduction of the bus gates, which will lead to a very lerge increase of traffic on the South Douglas Road and the connecting roads between the Douglas Road and the South Douglas Road.The additional traffic on the South Douglas Road will make it more difficult for us to access our car into and out driveway and wil also impact many other residents on the South Souglas Road. It will lead to more circuitous routes making for longer travel time to and from out home The larger traffic flows on the South Douglas Road will lead to an incrase in the time it takes the number 6 bus from Grange to reach the South Mall and from the South Mall to Grange. I was of the impression that the main aim of Bus Connects Cork was an increase in the effectiveness of the bus routes. This plan does nothing to address this issue	Please see the NTA's response to Issue 2 in this report
NTA-C14-1587	We often walk on the Douglas Road and these proposals will transfer a beautiful landscape into a soulless concrete motorway due to the loss of numerous mature trees and the destruction of the beautiful stone walls. This will have a negative impact on our health and wellbeing The highly negative impact that the proposal will have for the environment of the Douglas area including the loss of local bio diversity and increases in air, light and noise pollution	Please see the NTA's response to Issue 1 in this report
NTA-C14-1587	The adverse effect that it will have on the community of the Douglas area and in particular the residents of the Douglas Road who will lose part of their property.The disruptive effects that the proposed construction process will have on the residents of the Douglas Road, South Douglas Road and all the areas between these two roads	Please see the NTA's response to Issue 18 in this report
NTA-C14-1588	Points not addressed from orional submission. Opposed proposal in July 2022 and remain opposed. Land Take at 12 Reeveswood Douglas Road / Issues on plans for Souglas Road and Douglas Village / Environment Issues	Please see the NTA's response to Issue 13 in this report

Reference	Statement	NTA Response
NTA-C14-1589	Increased traffic build up and increasing the area taken up by roads leads to higher speeds and is unsafe. Traffic volumes will be reduced if motorists are discouraged from driving through urban centres	Please see the NTA's response to Issue 2 in this report
NTA-C14-1589	Permanent destruction of environment	Please see the NTA's response to Issue 5 in this report
NTA-C14-1590	South ring road should have additional entry and exit points / Schools shouldn't have so many dropping and collecting /	Please see the NTA's response to Issue 3 in this report
NTA-C14-1590	Reduce carbon emissions and destroying trees (not good for environment) / Douglas Road walls over 160 years old / No maps and scaling used and traffic surveys weren't carried out	Please see the NTA's response to Issue 1 in this report
NTA-C14-1590	No maps and scaling used and traffic surveys weren't carried out	Please see the NTA's response to Issue 7 in this report
NTA-C14-1591	Objection to knocking down trees and walls on Douglas road. History and Culture of Douglas & Cork. Object to removal of Roundabout in Douglas	Please see the NTA's response to Issue 1 in this report
NTA-C14-1592	No consideration for pedestrians in the current road plan. No provision for parents & young children.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1592	Loss of mature trees & old stone walls. Many protected structures along the proposed widening route	Please see the NTA's response to Issue 1 in this report
NTA-C14-1592	No provision for parents & young children.	Noted.
NTA-C14-1593	Mental health & wellbeing removing trees from Douglas Road	Please see the NTA's response to Issue 1 in this report
NTA-C14-1593	Increased width of road cause difficulties entering and leaving Baltimore Lawn.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1593	Crossing to becoming difficult and dangerous	Please see the NTA's response to Issue 9 in this report
NTA-C14-1593	Proposed one way system will inconvenience me as I attempt to drive top and from Douglas and City Centre	Please see the NTA's response to Issue 3 in this report
NTA-C14-1594	Mental health & wellbeing removing trees from Douglas Road	Please see the NTA's response to Issue 1 in this report
NTA-C14-1594	Increased width of road cause difficulties entering and leaving Baltimore Lawn.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1594	Crossing to becoming difficult and dangerous	Please see the NTA's response to Issue 9 in this report
NTA-C14-1594	Proposed one way system will inconvenience me as I attempt to drive top and from Douglas and City Centre	Please see the NTA's response to Issue 3 in this report
NTA-C14-1596	<p>Your proposals for Route I and the Boreenmanna Road section of Route J are unacceptable:</p> <ul style="list-style-type: none"> • The former will destroy the character of the section beyond the Belair junction by removing the essential frontage of the large Victorian residences on the eastern side of the road – residences which are inextricably linked to the mercantile history and architectural development of the city. • The latter will cut down an exceptional avenue of trees. How shameful. How disgraceful. You should shrink with embarrassment. Why don't you just ban cars from that road with the exception of residents' cars? Do something imaginative but don't destroy. <p>Whoever drafted these proposals clearly has no understanding of, or love for, the character and history of the City of Cork. Were Cork located on the European continent, its centre would have been restored completely and some innovative scheme devised in which: cars were banned completely; established trees were preserved; and a remarkable, unique tourist attraction created which invited visitors and boosted the economy.</p> <p>As it is, your proposals and the priorities of several decades of lamentable government will cause people to wonder in the years to come at what went wrong in Ireland's second city. The College and one or two churches will survive in a landscape of poor taste and building wreckage. And where will tourist spending go then? Abroad.</p> <p>You are building up trouble by stoking anger.</p>	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-1612	Due to not looking into real reason that buses may be delayed. Traffic goes in all directions at the Well Road Junction and off the Slip road. Not necessary to cut down all the trees and destroy the walls. Unable to drive into residence for hours in the morning and evening	Please see the NTA's response to Issue 6 in this report
NTA-C14-1613	Residents would prefer that Clermont Avenue would remain as it is. Residents believe that traffic lights with a short interval should be installed at the top of Belvedere Lawn to deter the use of Belvedere Lawn as a rat run. Residents would favour increased traffic calming measures to reduce speeds through the area in the interest of health and safety and possibly reducing the noise and vibrations of heavy vehicles. Given examples for things to be look at for Belvedere Lawn / Clermont Av / Trabeg Av / Mahon Av . Double yellow lines to be reinstated. Photographic evidence shows the reality of illegal parking in the area taken by one of the residence	Please see the NTA's response to Issue 3 in this report
NTA-C14-1614	Object to proposed bus corridor on Douglas Road	Noted.
NTA-C14-1614	Destruction of important heritage	Please see the NTA's response to Issue 1 in this report
NTA-C14-1614	Objection to the roundabout	Noted.
NTA-C14-1615	No business plan and cost benefit. Property devaluations, safety access concerns, environmental impacts, disruptions etc	Please see the NTA's response to Issue 19 in this report
NTA-C14-1616	Objection to plans on Douglas Road. Safety risks to young children. Bus gates are not the solution. Environmental impacts. Cost Implications. Disruption to daily lives of thousands of people.	Please see the NTA's response to Issue 17 in this report
NTA-C14-1617	Mental health & wellbeing removing trees from Douglas Road	Please see the NTA's response to Issue 1 in this report
NTA-C14-1617	Increased width of road cause difficulties entering and leaving Baltimore Lawn.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1617	Proposed one way system will inconvenience me as I attempt to drive top and from Douglas and City Centre	Please see the NTA's response to Issue 3 in this report
NTA-C14-1617	Crossing to becoming difficult and dangerous	Please see the NTA's response to Issue 9 in this report
NTA-C14-1618	Environmental destruction on Douglas Road. Public transport improvements needed Dedicated School Transport? Diversion of traffic will cause chaos and massive inconvenience.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1619	Widening the road will not address car congestion in Douglas Village	Please see the NTA's response to Issue 6 in this report
NTA-C14-1619	Mature trees and heritage walls removed . Negative effect on the local environment and heritage	Please see the NTA's response to Issue 1 in this report
NTA-C14-1620	Mental health & wellbeing removing trees from Douglas Road	Please see the NTA's response to Issue 1 in this report
NTA-C14-1620	Increased width of road cause difficulties entering and leaving Baltimore Lawn.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1620	Proposed one way system will inconvenience me as I attempt to drive top and from Douglas and City Centre	Please see the NTA's response to Issue 3 in this report
NTA-C14-1620	Crossing to becoming difficult and dangerous	Please see the NTA's response to Issue 9 in this report
NTA-C14-1621	Obvious and significant level differences between Maryborough Hill and the Threshold / Entrance to the properties. Traffic Safety issues. Properties being less accessible.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1621	No evidence for such a lengthy bus lane. Appears to be in excess of 2m level difference between Maryborough Hill and the property thresholds	Please see the NTA's response to Issue 15 in this report
NTA-C14-1622	Narrow road and any route vehicles may take via the Well Road to get to Ballinlough Church & Schools. Cause chaotic build-up of traffic at peak times.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1622	Few homes in Douglas now have insurance against subsidence. Destroying sections of historic wall in front of property.	Please see the NTA's response to Issue 16 in this report
NTA-C14-1623	Planning and executing overhaul of the route from Douglas to the City Centre is not alone totally unnecessary and will cause major disruption to the lives so residents in Douglas Village area and existing route to Cork City. Destruction of our pleasant and safe environment.	Noted.

Reference	Statement	NTA Response
NTA-C14-1624	Crucial to have vehicle access and adequate parking at the medical centre. Minor changes needed to the bus corridor while allowing elderly, immobile and ill patients to access the clinic by car. Petition is signed by many people on the pdf 12 pages	Please see the NTA's response to Issue 10 in this report
NTA-C14-1625	Takeaway our limestone front wall, all the trees, old cast iron gates and limestone driveway. Loss of all greenery and negative effect on local environment and heritage of the road	Please see the NTA's response to Issue 1 in this report
NTA-C14-1626	Hinder access to the office. Will create gridlock throughout Douglas Village, the Well Road and housing estates throughout Douglas & Ballinlough. Increased tail pipe emissions, increased travel / commuter durations.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1627	Reservations as to the proposal to provide a Bus Gate on Douglas Road near the Well Road which will significantly increase traffic on Well Road leading to congestion and issues with access / egress to Douglas Hall Lawn, increase in air pollution due to traffic	Please see the NTA's response to Issue 6 in this report
NTA-C14-1628	Cheaper and greener alternatives that does not involve road widening or tree loss on Douglas Rd and Ballinlough Rd. Most traffic due to schools - no alternatives plans. Cutting bus routes can cause issues for the elderly	Please see the NTA's response to Issue 4 in this report
NTA-C14-1629	Removing historic limestone walls, magnificent range of mature trees, electric and telephone poles, broadband, sewage and gas installations. Cause many years of dreadful disturbance, danger of subsidence from heavy machinery and disturbance of the road. Fully object to the plans	Please see the NTA's response to Issue 1 in this report
NTA-C14-1629	Protestations against what is being lunged on the people of the Douglas Road. I don't know how such a plan could have been initiated and without informing the residents prior to launching first plan. Second plan is bad in its proposed implementation as the first.	Noted.
NTA-C14-1630	New proposals will destroy the historic limestone walls, trees, cast iron gates. Causing stress and anxiety the new proposals are causing. Strongly suggest that there are alternative solutions that are cheaper and greener and more environmentally friendly on the local infrastructure and residential properties on the road, and I strongly object to your proposals which are totally unacceptable as outlined	Please see the NTA's response to Issue 1 in this report
NTA-C14-1631	NTA left out full details for Ballinlough Rd. Historically old and narrow road with equally off side roads and parks which is not conducive to the plan. Railroaded through by NTA and a certain government party. U Environmental Impact Study needs to be undertaken. Will cause chaos off all areas.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1631	Uses of school feeder buses / shuttle buses which would be beneficial to all.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1631	Environmental Impact Study needs to be undertaken.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1632	Impact on one's property, subsidence, devaluation, outdoor space, and trees. Loss of parking. Immense disruptive construction. Noise Pollution by removal of mature trees. Light and air pollution. Traffic diversions and impact where I live. Health & wellbeing. Historical stone wall boundaries. Access Issues.	Noted.
NTA-C14-1633	House construction approx 1930. Bus stop proposed widened bridge does not seem to have been measured. Bus stop, cycle lanes, pedestrian paths, vehicle lane and bus lane not credible or feasible.	Please see the NTA's response to Issue 15 in this report
NTA-C14-1633	Demolition of trees and walls.. No alternatives.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1633	Front garden loss	Please see the NTA's response to Issue 13 in this report
NTA-C14-1633	Reduction in car usage affects elderly, disabled and school users. Will cause more traffic.	Please see the NTA's response to Issue 17 in this report
NTA-C14-1634	Sustainable Transport Corridor K	Please see the NTA's response to Issue 2 in this report
NTA-C14-1635	Buses currently every 15 minutes. Destroying environment (trees).	Noted.
NTA-C14-1635	Will affect student going to the nearby schools	Please see the NTA's response to Issue 4 in this report
NTA-C14-1635	Who will pay for the subsidence & sink holes covered by this plan. Loss of heritage walls	Please see the NTA's response to Issue 16 in this report
NTA-C14-1636	Directly affect property. Devalue the property. Major hassle to exit own home. Destruction of trees, walls. Affect the local schools.	Please see the NTA's response to Issue 19 in this report
NTA-C14-1637	The bus corridor will affect gardens, financially and otherwise. Helps with personal wellbeing and good for the environment. Unnecessary proposal. Noise pollution from the construction. Unsafe to enter or egress by foot or by car. Proposal is illogical needs to find a solution that will not have a detrimental on people's health, wellbeing and homes	Noted.

Reference	Statement	NTA Response
NTA-C14-1638	Opposed to the changes on Douglas Rd will do more harm than good. Not studied where people who drive the Douglas Rd are coming from and going to and area basing their plans on an assumption that by slightly improving bus and cycling facilities in this area that people will suddenly stop driving their cars.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1638	Widening the Douglas Rd will not address car congestion. Morning traffic is due to schools and these plans do not provide viable alternatives.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1638	Every other city in Europe is reallocating existing road space to public and active travel. Route chosen has the most negative effect on the local environment and heritage.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1639	The small changes to the original proposed bus route shows that the NTA has not listened to the concerns of the residents. It was mentioned 'that there was no definition at present of what peak hours meant' this is very alarming. None of the issues have been addressed in the April 2023 brochure.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1640	Objects to the current plans mentions not listening to the concerns of the residents. Ignoring the natural beauty of Douglas Rd will be all destroyed. Unique character and ethos of the buildings on the Douglas Road. Needing to acknowledge that the plan is flawed and to go back to the drawing board	Please see the NTA's response to Issue 1 in this report
NTA-C14-1641	Mental health & wellbeing removing trees from Douglas Road	Please see the NTA's response to Issue 1 in this report
NTA-C14-1641	Increased width of road cause difficulties entering and leaving Baltimore Lawn	Please see the NTA's response to Issue 11 in this report
NTA-C14-1641	Crossing to become difficult and dangerous	Please see the NTA's response to Issue 9 in this report
NTA-C14-1641	Increases in road traffic (Noise / pollution levels)	Please see the NTA's response to Issue 2 in this report
NTA-C14-1641	Proposed one way system will inconvenience me as I attempt to drive top and from Douglas and City Centre	Please see the NTA's response to Issue 3 in this report
NTA-C14-1642	Sustainable Transport Corridor K	Please see the NTA's response to Issue 2 in this report
NTA-C14-1643	Unsupportive of the current plan. Personal property gates and walls will be removed. Noise pollution. Drop in value of property. Stress of CPO. Loss of mature trees. Change in landscape. Traffic congestion.	Noted.
NTA-C14-1644	Re submit previous points made from first round. School Traffic. Information Deficit. Tree Loss. Character. House (Noise, access, walls, trees)	Noted.
NTA-C14-1645	What happens to the thousands of vehicles directed onto the Well Rd when exiting Douglas? Failed to find any mention of the area being addressed in publications. Can you provide? I can in fervent through, in full light and understanding say that large volumes of this traffic will traverse through the area described.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1645	I am presented with your video showing two cars calmly turning right at the Well Rd Douglas junction and suddenly disappearing from view. To get any idea of their whereabouts I have to switch video to Mahon to City where I probably pick them up among six cars exiting at Well Road-Skehard junction. At present the traffic lights at this busy junction allows max 6 cars to move no matter what direction one is travelling.	Please see the NTA's response to Issue 12 in this report
NTA-C14-1646	Mental health & wellbeing removing trees from Douglas Road	Please see the NTA's response to Issue 1 in this report
NTA-C14-1646	Increased width of road cause difficulties entering and leaving Baltimore Lawn	Please see the NTA's response to Issue 11 in this report
NTA-C14-1646	Crossing to become difficult and dangerous	Please see the NTA's response to Issue 9 in this report
NTA-C14-1646	Increases in road traffic (Noise / pollution levels)	Please see the NTA's response to Issue 5 in this report
NTA-C14-1646	Proposed one way system will inconvenience me as I attempt to drive top and from Douglas and City Centre	Please see the NTA's response to Issue 3 in this report

Reference	Statement	NTA Response
NTA-C14-1647	What alternative bus routes have been considered? Whether consideration has been given to the provision of bus terminal outside the city. Whether city bound buses from outlying areas i.e. Carrigaline, Monkstown, Haulbowline etc could be channelled via the link roads thereby avoiding residential areas (these passengers are mainly destined for the city centre). Those that wish to alight before the city centre could change bus at the terminus.	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-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1648	Opposed to the changes: Light pollution, Failure to assess requirement for increased public transport capacity along Douglas Road, Noise and Air Pollution, Impact on privacy, Impact of years of construction work and risk of subsidence and damage	Please see the NTA's response to Issue 5 in this report
NTA-C14-1648	Impacts local businesses,	Please see the NTA's response to Issue 22 in this report
NTA-C14-1648	Impact on Mature trees and wildlife, changes to character of neighbourhood,, Old Stone Walls and Protected Structures	Please see the NTA's response to Issue 1 in this report
NTA-C14-1649	Mental health & wellbeing removing trees from Douglas Road	Please see the NTA's response to Issue 1 in this report
NTA-C14-1649	Increased width of road cause difficulties entering and leaving Baltimore Lawn.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1649	Proposed one way system will inconvenience me as I attempt to drive top and from Douglas and City Centre	Please see the NTA's response to Issue 3 in this report
NTA-C14-1649	Crossing to becoming difficult and dangerous	Please see the NTA's response to Issue 9 in this report
NTA-C14-1650	The bus connect route proposal intends to cut down 52 trees approx. (Revised). to widen the Douglas Road and create an wide road 12 metres wide. Walks regularly on the Douglas Road and Sharing a 3m. footpath with cyclists both Electric and normal is very dangerous and unsafe. To take down the old beautiful walls and trees to cater for cycle lanes is a crazy idea and will destroy the area.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1650	This proposal will create untold congestion on the Cross Douglas Road which cannot take any more excess traffic.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1650	Resident on the Cross Douglas Road and work three days a week in the city and remainder from home. As a regular commuter I get the bus in the morning/evening from either the Douglas Road or South Douglas Road and with the present bus lane system there is very rarely any delays on either route. Especially after Covid with people like myself working part time from home.	Please see the NTA's response to Issue 15 in this report
NTA-C14-1650	No objection to greener, sustainable transport, as long it is planned, and benefits the local community and note a lot of the residents in the area are elderly and a project of this size will have a detrimental effect on the local community.	Please see the NTA's response to Issue 17 in this report
NTA-C14-1651	The cycle lane between Endsleigh Park and Woodview is stuck outside parked cars, traffic going both ways and cars backing out to oncoming traffic on other side of road which is an offence in most law abiding countries. Have been multiple accidents but nothing has been done, why should the area be treated differently to other areas?	Please see the NTA's response to Issue 8 in this report
NTA-C14-1651	traffic lights have been changed, outligned yellow boxes etc. at end of Well Road Intersection. The congestion outside Douglas Shopping centre will continue to be a problem which that extension pavement outside centre is removed.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1651	How will you police the safety of pedestrians and cyclists? People will park on pavements disregarding rules. Should be a barrier between cycle path pavement and traffic to prevent this. Appreciate and understand this is a large undertaking which needs to be done, which in fairness to all as far as possible should be an overriding factor.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1651	When questioned why, this had no plans and was told the market was an old feature of Douglas and needed to be retained, someone is lying. Long term resident of Douglas before bridge and shopping centre was built, market was moved from Douglas Court 4 years ago approx. and not a feature of Douglas. When in operation it blocks pedestrian lights outside M&S on crossing towards Douglas Court.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1651	Watched Douglas and Environs being eroded, unfair advantages given to people with buying power and perceived rights. If serious about creating a better and safer environment, should rectify serious anomalies which have been created.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1651	Why South Douglas Road towards city centre should not share the burden as will effect all Douglas Road residents access to homes. Constructions rights should be available to all.	Please see the NTA's response to Issue 17 in this report

Reference	Statement	NTA Response
NTA-C14-1651	Why South Douglas Road towards city centre should not share the burdon as will effect all Douglas Road residents access to homes. Construction rights should be available to all.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1652	Devastated by the proposed damage to garden, particularly back garden which is home to a copper beech tree in memory of daughter. This tree will not survive the destruction and is causing severe anxiety. . Understands proposed land take of garden has been reduced to c. 1.2mx c.30m. BusConnects personnel have not confirmed this. Pleased in the reduction in the land take, it does not take the loss of c. 4m high stone wall and c.8/9m tall trees (including memorial tree) which provides privacy from buses. This is causing most anxiety.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1652	There is a Douglas to Cork City cycle lane on South Douglas Road, Cork to Douglas cycle lane on Douglas Road and new Greenway through Tramore park. Cycle lanes can be upgraded with little impact on South Douglas Road and dispensing with much of the need for widening on Douglas Road. This is a viable alternative to the impact proposed of Douglas Road.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1652	Questioning the cost/benefit part of the plan. Only garden to have land taken at the Douglas Village end of the Douglas Road and the only back garden to be impacted on Douglas Road. Questioning the necessity to pile 2 cycle alnes, 2 pedestrian footpaths and 2 bus/car lanes on Douglas Road. There are alternatives?	Please see the NTA's response to Issue 13 in this report
NTA-C14-1653	Schools - no mother would send young children to school on a public bus, not safe and school bags become heavier then have to be driven.Daughter in mid 20's, regular bus user will not walk on Cross Douglas Road or others, has to get off at Elegance Flowers and collected. Cork City becoming a city of dereliction.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1653	Empty shops on all streets and dereliction has continued since Round 1 and proposing to add to the mess destroying Douglas Road.	Please see the NTA's response to Issue 22 in this report
NTA-C14-1653	Trees and stone walls are becoming rare. N.T.A propose to share a 5ft footpath with an adjoining 5ft cycle land, elderly and children walk this route.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1654	It is truly disappointing that these multiple and complex plans do not include any apparent reference to the possibilities of water transport systems. This is especially so as Cork has a long river system terminating in a very large harbour. On each side of both river and harbour are villages at the water's edge already equipped with slips, jetties, quays, docks and pontoons. A cross-river car ferry already plies a commuter service between Glenbrook Passage West and Rushbrook Carrigaloe from 9:30am to 9pm daily. This fact alone might have suggested such a proposition worthy of examination, given the well-known examples abroad of commuter solutions such as city water-buses.	Noted.
NTA-C14-1654	The obliteration of old walls, the felling of old trees, the removal of old gates, all aspects of the roadway for which the adjective old denotes history, quality, craftsmanship, grace and a familiar and beloved atmosphere of benign beauty. In these sections, where more than 39 trees are to be lost, it seems more appropriate to designate this road as an avenue. Such deliberate ruin has been visited on Cork before, with the loss of the Mardyke during the later years of the last centuty.That was shameful then, this, in an era of greater eduction, wider experience and stronger awareness even of the climatic value of trees themselves, will be memorably shameful now.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1654	It is also disappointing that in its various colorful and enthusiastic communications the NTA avoids admitting that the Cork scheme, whole or in part, will create structural and traffic pandemonium within the city and many suburbs durin the lengthy construction episodes. Even as amended the plans affect every household, every traveller, every business and institution in all sections of local society.	Please see the NTA's response to Issue 18 in this report
NTA-C14-1654	Some of this is inevitable and could even be acceptable in terms of the greater good, were it not for the fact that already the shadow of the introduction of a Luas-type transport system is looming; the NTA will have completed its alterations in Cork just as Luas will be beginning theirs. That this makes some king of sense may be evident to the NTA; to most of the rest of us it defeats reason pr credibility.	Noted.
NTA-C14-1654	Having made these points, the outrage informing this letter is the proposed treatment of the main Douglas Road. It is understood that an Environmental Impact Study will be a regularly part of the planning process for BusConnects Cork. The environmental impact of BusConnects Cork on a long stretch of the main Douglas Road requires no study. It is crudely, cruelly obvious.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1655	The presence of trees supports positive mental health and wellbeing. Removing mature trees from the Douglas Road will increase stress levels in the community. I am worries about the disruption, noise and pollution caused by the construction process, which will occur over a long period of time. The unnecessary widening of the road entails the removal of attractive mature trees, shrubs and stone walls that provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic. t. With the hazards of global warming becoming increasingly obvious, replacing trees and shrubs with large areas of concrete and asphalt will add to the warming effect at a local level.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1655	The increased width of the road will make it difficult for me to enter and leave Baltimore Lawn	Please see the NTA's response to Issue 11 in this report

Reference	Statement	NTA Response
NTA-C14-1655	I will find crossing the newly widened road difficult and dangerous, especially as I grow older.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1655	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1655	The increased noise and air pollution resulting from this plan will have a significant impact on the human and natural environment	Please see the NTA's response to Issue 5 in this report
NTA-C14-1656	Removal of mature trees and effect on biodiversity if contradictory to the current thinking on climate action both from pwn National and International best practice. Unprepared to live in a concrete and soulless environment	Please see the NTA's response to Issue 1 in this report
NTA-C14-1656	Potential for a serious accident to happen from electric bikes & scooters. Happy with cycle lanes but partial cycle lanes decided without consideration and dangers to homeowners	Please see the NTA's response to Issue 8 in this report
NTA-C14-1656	Secondary pupils to walk or cycle instead of being dropped by car and students from outside the area to be bussed in but the NTA plan does not provide a viable alternative for parents with young children.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1656	Provide traffic calming on the Douglas Road/One-way loop with South Douglas Road	Please see the NTA's response to Issue 3 in this report
NTA-C14-1656	Douglas Road has a very high incidence of subsidence. Removal of mature trees and effect on biodiversity if contradictory to the current thinking on climate action both from pwn National and International best practice.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1656	Provide traffic calming on the Douglas Road/One-way loop with South Douglas,NTA plan contrary to the CMAT & DLUTS plan	Please see the NTA's response to Issue 3 in this report
NTA-C14-1656	Douglas Road has a very high incidence of subsidence.	Please see the NTA's response to Issue 16 in this report
NTA-C14-1656	Maps used for the plan were not to scale and out of date.Traffic surveys not conducted in advance	Please see the NTA's response to Issue 7 in this report
NTA-C14-1656	Not solve the issue of Douglas Village Traffic	Please see the NTA's response to Issue 6 in this report
NTA-C14-1656	No effort to solve the school traffic	Please see the NTA's response to Issue 4 in this report
NTA-C14-1657	This proposed plan provides an additional of 1 cycle lane and 1 footpath across from my property on the Douglas Road. At the moment this plan if finalised would have huge impact on me and my property viz: It would see the removal of a number of mature trees (The number of trees to be removed on my property is over 10% of the overall number of roadside trees that may be removed in this corridor). This would be a huge loss of privacy and loss of shading. It would also lead to increased noise levels. This would also impact on members of the public including school children who have the benefit of shading during rainfall.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1657	Removal of existing trees on my property (including mature Lime Trees Approx.. 100 years old) and also other mature trees on the Douglas road. Removal of existing limestone wall approx.. 60cm depth	Please see the NTA's response to Issue 1 in this report
NTA-C14-1657	Revisit the Park and Ride system proposed by Cork City Council and as designed by Barcelona based architect Beth Gali in the 1990's which proposed the establishment of 6 Park and Ride options to City Centre. Only 1 of these has been created to date.	Please see the NTA's response to Issue 21 in this report
NTA-C14-1657	No need for excessively wide footpaths, proposed on both sides of Road, given that 1.7 m (existing width) was sufficiently wide enough for pedestrians even during the recent lockdown.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1657	Readjustment of existing storm drains (both sides of the road) Readjustment of broadband and fibre optic cable.Readjustment of poles and cables supplying phone connection. Readjustment of Electrical Supply both Public Lighting and Domestic Supply Reinstatement of existing footpath, and building a new footpath.	Noted.
NTA-C14-1657	Construction period would entail the following work disturbance at a minimum:- Stop go traffic system possibly for 24 months. Readjustment of bus services Erection of shuttering.	Please see the NTA's response to Issue 18 in this report
NTA-C14-1658	The major change proposed in the revised arrangement is to have bus gates on Douglas Road at Well Road and at Saint Finbarr's Hospital. This means diverting cars away from Douglas Road at selected times of the day and at selected times of the week during selected times of the (school) year.	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C14-1658	It would seem reasonable to experiment with this option without changing the current road layout while putting in place adequate bus services both for the public and for school children. In doing so, traffic management will be needed on all affected side-roads when car traffic is diverted at bus gates. This would mean getting Bus Eireann and the school authorities on board. Car parking difficulties for residents on affected side-roads would also need to be addressed. Should this proposed bus gate arrangement prove successful car traffic on side-roads would be reduced to avoid the continued need for clearways and its consequent inconvenience	Please see the NTA's response to Issue 3 in this report
NTA-C14-1658	The matter of providing a pleasant environment for pedestrians could be considered in the context of a greenway rather than footways adjacent to the carriageway. In particular, land could be purchased on the North side of Douglas Road from Woolhara Park to Cross Douglas Road avoiding the felling of a much-loved Fern Leafed Beech Tree.	Noted.
NTA-C14-1658	One way traffic for cyclists could be maintained using the existing cycle lane system involving Douglas Road and South Douglas Road. Should this system need to be improved in the future, I understand that there is a greenway cycleway proposal in place.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1658	Finally, it is quite possible that the amenity that is Douglas Road will not need to be demolished at all and that it will retain its original character; that of a suburban tramway!	Please see the NTA's response to Issue 1 in this report
NTA-C14-1659	Cause a 'rat run' of vehicles on Cross Douglas Road and slip roads to avoid Belair estate Cross Douglas Road cannot cater for overflows due to road subsidence Traffic Management survey not published showing future traffic volumesx create a 12m wide carriageway. Route drawings on map not up to date	Please see the NTA's response to Issue 2 in this report
NTA-C14-1659	Pedestrians & cycle lanes combined of 3m wide, how safe is this with prams etc.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1659	Removal of 52+ mature trees and 19th century limestone walls, How would this get though EI Assessment?	Please see the NTA's response to Issue 1 in this report
NTA-C14-1660	Changes to the Douglas Road will not solve traffic with village and this floor is completely contrary to CMAT, Core City Cycling then and D Luts flow. There are cheaper and greener alternatives, and this proposal is unacceptable with far too significant an impact on local residents, especially those that are to loose their walls and gardens.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1660	I am opposed to the changes on the Douglas Road. This will directly affect my own property as subsidence was previously corrected and with further construction subsidence will more likely reoccur. It will also devalue our property and it will be a major hassle to enter and exit my home with the new proposals for footpath, cycle lanes, buses and cars all to be crossed in the process.	Please see the NTA's response to Issue 16 in this report
NTA-C14-1660	The disruptive construction process will be horrendous for us all, as well as the noise pollution, light pollution and air pollution due to loss of mature trees and biodiversity. I walk this road daily, it is one of the best green urban areas, what a shame it would be to knock thos beautiful trees and the old historic stone walls.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1660	Surely school traffic should be addressed with approx. 6000 students travelling from outer regions, no mention of school buses being considered as an alternative.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1660	Surely bus gates should be trialled before roads are dug up and why not consider a one way loop with the South Douglas Road.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1661	I am opposed to the changes on the Douglas Road because I believe they will do more harm than good. The NTA have not studied where people who drive the Douglas Road are coming from and going to and are basing their plans on an assumption that by slightly improving bus and cycling facilities in this area, that people will suddenly stop driving their cars. Widening the Douglas Road will not address car congestion in Douglas Village.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1661	Every other city in Europe is reallocating existing road space to public and active travel, so I would question why, in a climate emergency, we are insisting on pouring concrete and asphalt over limited green spaces, mature trees and old heritage walls. I believe the route chosen has the most negative effect on the local environment and heritage. These changes are unnecessary and will be irreversible. They will destroy this historic road, which is one of the last green routes to the city. There are much cheaper and greener alternatives to imprve public and active transport that do not involve road widening or tree loss on this road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1661	Most traffic in the morning is due to schools and these plans do not provide viable alternatives to parents.	Please see the NTA's response to Issue 4 in this report

Reference	Statement	NTA Response
NTA-C14-1662	The presence of trees supports positive mental health and wellbeing. Removing mature trees from the Douglas Road will increase stress levels in the community. Increases in road traffic will lead to corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity. The unnecessary widening of the road entails the removal of attractive mature trees, shrubs and stone walls that provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic. The increased noise and air pollution resulting from this plan will have a significant impact on the human and natural environment.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1662	The increased width of the road will cause difficulties entering and leaving Baltimore Lawn. I will find crossing the newly widened road difficult and dangerous, especially as I grow older.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1662	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1662	The disruption, noise and pollution caused by the construction process is also a concern, as it will extend over a long period of time.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1663	I am opposed to the changes on the Douglas Road as I believe they will do more harm than good. I walk to and from work on the Douglas Road to Douglas Village every day. Pedestrian traffic in the morning with children walking or being walked to school and people walking or cycling to work in the City and Douglas Village, is larger than the NTA realise. Apart from the peak times i.e. drop off for schools in the morning and collection from schools in the afternoon, there is very little traffic on the Douglas Road during the day and free movement for buses. A break down on the South Link Road or a crash in the tunnel will always have a negative effect on traffic on all routes around the City and bring all forms of transport to a standstill.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1663	I feel that addressing traffic management in Douglas Village as a starting point would be key to solving a lot of the congestion that occurs 8am-9am and 3.30pm to 4.30pm. Turning off the traffic lights at these peak times (as the sequencing of the lights is a disaster) and introducing Traffic Garda to control the traffic, would see a major difference in the flow of traffic at these times while the City Council continue to grant planning permissions for more supermarkets and Drive Through Fast Food restaurants in a small village like Douglas, traffic will continue to be an issue in the Village.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1663	Drop off areas in Douglas Village with shuttle buses running in the morning and afternoons to and from schools on the Douglas and South Douglas Roads would also alleviate some of the congestion at these peak times.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1663	I do find it hard to understand that in a climate emergency, the NTAs only solution is to widen the Douglas Road, pour concrete and asphalt over limited green spaces, remove mature trees and old heritage walls, impact on people's property and in general create chaos. The loss of mature trees and the impact on the biodiversity on the Douglas Road to combat extra traffic at these peak times is a very high price for the residents of the Douglas Road/Douglas in general to pay when other alternatives could be looked at.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1663	I do find it hard to understand that in a climate emergency, the NTAs only solution is to widen the Douglas Road, pour concrete and asphalt over limited green spaces, remove mature trees and old heritage walls, impact on people's property and in general create chaos. The loss of mature trees and the impact on the biodiversity on the Douglas Road to combat extra traffic at these peak times is a very high price for the residents of the Douglas Road/Douglas in general to pay when other alternatives could be looked at.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1664	I am writing to express my continuing concerns regarding the proposed changes to the Douglas Road. The presence of trees supports positive mental health and wellbeing. Removing mature trees from the Douglas Road will increase stress levels in the community. Increases in road traffic will lead to corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity. The unnecessary widening of the road entails the removal of attractive mature trees, shrubs and stone walls that provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1664	The disruption, noise and pollution caused by the construction process is also a concern, as it will extend over a long period of time.	Please see the NTA's response to Issue 18 in this report
NTA-C14-1664	I will find crossing the newly widened road difficult and dangerous, especially as I grow older.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1664	The increased noise and air pollution resulting from this plan will have a significant impact on the human and natural environment.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1664	The increased width of the road will cause difficulties entering and leaving Baltimore Lawn.	Please see the NTA's response to Issue 11 in this report

Reference	Statement	NTA Response
NTA-C14-1665	Further to our submission detailed 30/9/22 and your subsequent limited revisions to the original proposals, we still consider that we and our preferly, together with the surrounding environment, will be greatly affected on a detrimental junction by the above infrastructure plans. Given the objections outlined in our submission dated 30/9/22 we continue to inform you of rejection of your proposals and we would again ask that you give due consideration to radically alternative plans having done infact on Beeveswood and its environment.	Noted.
NTA-C14-1666	Preferred route for Maryborough to City will result in loss of circa 1.6m from rear of family home. Remedial works would be required.1 of 4 effected properties on Map 11 of the proposal.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1666	Would be substantial impact on effected properties during construction: > Increased noise > Increased Air pollution > Loss of privacy > Loss of amenity > Loss of working from home office > Decrease in property values	Please see the NTA's response to Issue 19 in this report
NTA-C14-1666	Proposal been designed without existing traffic data or traffic modelling, evidence shows theres very little traffic and no congestion.No topology report has been completed, impacts on family homes has not been factored in: Concerns for the shortening of driveways and back gardens	Please see the NTA's response to Issue 7 in this report
NTA-C14-1666	Benefits of a bus lane would improve punctuality and reliability of the bus system: > what would be the vast improvement? > What would be impact on bus journey times? What would be the impact on bus arrival times? Full Cost Benefit Analysis of negative impact is required.	Please see the NTA's response to Issue 15 in this report
NTA-C14-1666	Ecological Considerations: Ecological impact on Map 11 not been accurately highlighted, only 3 trees marked for destruction. Archaeological Considerations: Archaeological impact not accurately highlighted; no sites are noted. There are 2 sites, Maryborough House & Maryborough Lodge	Please see the NTA's response to Issue 1 in this report
NTA-C14-1666	The current road width is already wider than any section of the proposed plan into Infirmary Road.Current layout of Map 11 provides adequate pathway, cycle lanes and roadways,	Please see the NTA's response to Issue 2 in this report
NTA-C14-1666	little traffic and no congestion from The Paddocks to Lime Trees RoadIf no traffic congestion shown on completion of a traffic study then no requirement for bus lane. If traffic survey suggests congestion there would be 500m traffic jams.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1666	Propose shared bus/cycle lane or footpath/cycle lane for downhill element of 170m.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1667	The current emerging preferred route for the Maryborough to City (Route "I") Sustainable Transport Corridor (STC), as published in June 2022, will result in the permanent loss of circa 1.8m from the full width of the existing rear area of our Family home. There would be additional Impact to provide remedial works on the remaining lands such as reinstatement of walls, replanting of hedging and landscaping, and reworking of the facilities.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1667	Given the existing finished floor levels in the house are substantially lower than the existing Maryborough Hill roadway, the reduction In the area at the rear of our Family home will mean the traffic on Maryborough Hill will be directly looking into our upstairs bedrooms. This will result in a significant loss of Privacy.it will not be feasible or possible to construct a future pedestrian access from Maryborough Hill. This means that the Family Home will have significant accessibility Issues, particularly as the residents grow into old age when more pronounced mobility issues can arise.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1667	Furthermore, it should be noted that the adjacent neighbouring private residences to the East on Mary borough Hill, under the current STC, will have a permanent loss from the frontage of their residences, thereby resulting In a very much steeper approach, and would clearly contravene Part M of the National Building Regulations which specifically states; -"An extension or a material alteration of a dwelling must not make the building, as a whole, less satisfactory in relation to Part M than it was before. This means an extension or a material alteration of a dwelling need not itself comply with Part M, but it must not result in the dwelling being less compliant than It previously was"	Please see the NTA's response to Issue 11 in this report
NTA-C14-1667	As we understand the process, the currant design concept by Bus Connects Cork has been prepared based on OS mapping, which provides limited information In relation to vertical design in 3-D. We understand that no Local Topographical Survey was Undertaken. Therefore, as part of his submission, we wish to point out that the finished floor plan of the house Is substantially lower than the current footpath and roadway on Mary borough Hill.	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C14-1667	<p>We understand that no Local Topographical Survey was undertaken. Therefore, as part of this submission, we wish to point out that the finished floor plan of the house substantially lower than the current footpath and roadway on Maryborough Hill.</p> <p>The reduction in rear area will have a negative impact on the slope required making it not feasible or possible to construct a future pedestrian access from Maryborough Hill. This means that the family home will have significant accessibility Issues, particularly as the residents grow into old age when more pronounced mobility Issues can arise.</p>	Please see the NTA's response to Issue 13 in this report
NTA-C14-1667	<p>The reduction in rear area will affect our ability to provide a home office to the rear of the house. As we both work from home, extra office space is required and planned for. This will affect our right to work remotely under the draft Right to Request Remote Work Bill 2021.</p> <p>It should be noted that the above comments could equally be applied to the adjacent neighbouring private residence to the West.</p>	Please see the NTA's response to Issue 13 in this report
NTA-C14-1667	<p>As we understand the process, the current design concept by Bus Connects Cork has been prepared based on OS mapping, which provides limited Information in relation to vertical design in 3-D. The existing driveways of these houses have a relatively shallow slope. With the proposed loss of frontage, as proposed under the STC Scheme, the subsequent driveways will have a slope considerably greater.</p>	Please see the NTA's response to Issue 7 in this report
NTA-C14-1667	<p>These properties currently have facility to safely park their family cars within the front driveway of the family residences, entering, turning and exiting in forward gear. In the event of the proposed land-take from the house frontages, we believe there are implications for this existing parking area. The depth of the frontage in these circumstances would be reduced and as, mentioned earlier the gradient of this would be significantly impacted.</p> <p>The space remaining following land-take does NOT provide an adequate or acceptable turning area to allow cars to enter, turn and exit in forward gear. This would clearly be unacceptable in terms of Traffic Safety and acceptable best practice with no visibility of oncoming pedestrians or cyclists or any reversing vehicle. With the loss of frontage and a sloped driveway, the family homes would not have sufficient associated suitable or design standard compliant & safe car off street parking available whatsoever. This has implications for our house as an adjacent property - should the land-take from our neighbouring houses not occur this would mean that the proposed land-take on our house should also not occur.</p>	Please see the NTA's response to Issue 10 in this report
NTA-C14-1667	<p>We believe that the appropriate, and by-far the least contentious, option for this short section Map 11 of Sustainable Transport Corridor "I" (Maryborough to City), would be to introduce 'bus priority initiatives' and 'cash-less fares' and maintain the status quo on the existing situation.</p> <p>Alternatively, a direct cyclist route via a shared cycle & bus lane on the westward carriageway (downhill side) of the relevant section of Maryborough Hill, could be introduced without any land-take, with the detail in accordance with The National Cycle Manual (Refer Figure 4 below).</p> <p>This could be combined with a reduction in Speed Limit to 30kph through the relevant area, which we also believe to be appropriate.</p> <p>We believe that this represents a better, and more sensible, solution for the properties affected in Map 11 of the Emerging Preferred Route "I", with the benefit of avoiding unnecessary & unattractive cyclist divergence'.</p> <p>This could be achieved within the current road & footpath area along this section, thereby obviating the need for any land-take of our Family Home or that of our adjacent neighbours, which would reduce impact upon the properties and significantly reduce construction costs associated with this alternative arrangement.</p>	Please see the NTA's response to Issue 15 in this report
NTA-C14-1667	<p>The proposed reduction in the area at the rear of our Family Home will mean that it will not be feasible or possible to provide for a necessary home office. We both work from home and our family will also be entering employment, so this home office is necessary for our employment.</p>	Please see the NTA's response to Issue 13 in this report
NTA-C14-1667	<p>The very significant increased traffic noise and the consequential loss of residential amenity.</p>	Please see the NTA's response to Issue 5 in this report
NTA-C14-1668	<p>I will find crossing the newly-widened road difficult and dangerous, especially as I grow older.</p>	Please see the NTA's response to Issue 9 in this report
NTA-C14-1668	<p>The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre.</p>	Please see the NTA's response to Issue 3 in this report
NTA-C14-1668	<p>It is clear that access to my house would be severely impacted.</p>	Please see the NTA's response to Issue 11 in this report

Reference	Statement	NTA Response
NTA-C14-1668	I am writing to express my continuing concerns regarding the proposed changes to the Douglas Road. increases in road traffic will lead to corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity. The presence of trees supports positive mental health and wellbeing. Removing mature trees from the Douglas Road will increase stress levels in the community. The unnecessary widening of the road entails the removal of attractive mature trees, shrubs and stone walls that provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1668	The disruption, noise and pollution caused by the construction process is also a concern, as it will extend over a long period of time.	Please see the NTA's response to Issue 18 in this report
NTA-C14-1668	The increased noise and air pollution resulting from this plan will have a significant impact on the human and natural environment.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1668	The increased width of the road will cause difficulties entering and leaving Baltimore Lawn.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1668	Traffic flows in the surrounding area would also be changed in ways that I cannot fully forecast, but which could seriously impact my lifestyle.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1669	Your proposals continue to represent a radical re-shaping of transportation throughout Cork city and suburbs which would hugely impact peoples' lives, property and lifestyles - for some kind of utopian dream in which happy eternally young citizens cycle their way around a miraculously flat Cork, through sun-dappled glades where it never rains nor the wind blows.	Please see the NTA's response to Issue 17 in this report
NTA-C14-1669	A private car is an extremely important means of transport to me to give me access to shops and services, especially medical and social.	Noted.
NTA-C14-1669	It is clear that access to my house would be severely impacted	Please see the NTA's response to Issue 11 in this report
NTA-C14-1669	Traffic flows in the surrounding area would also be changed in ways that I cannot fully forecast, but which could seriously impact my lifestyle.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1669	The Douglas Road and its surrounding area has a character of its own: whilst it has a relatively high density of housing, it has a lot of greenery provided by adequate gardens, many lovely old stone walls, and houses. I am concerned that your proposals would adversely impact this.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1669	Your proposal aims to increase the usage of public transport, bicycles and walking as methods for travelling into the city centre - and by implication, reduction of private car use. However, review of the demographics of the Douglas Road would reveal that the owners are predominantly older people, for whom mobility by private vehicle is increasingly important. Hence your proposal is not going to be of any benefit to them.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1669	Having lived on the Douglas Road for many years, I am aware that traffic becomes heavier at two times: when people are going to/from work; and when people are dropping off/picking up children from school. Indeed, when schools are out, traffic moves freely pretty much all the time. Whilst your proposal may address the former, it contains nothing that would address the latter.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1669	One option specific to the Douglas Road area would be to make the Douglas Road one way and the South Douglas Road (which runs virtually parallel) to be one way in the other direction. Each would have plenty of room for bus, bicycle and car without having to CPO peoples' gardens at significant cost. One-way systems: these can be used to make congested areas in the city centre less accessible to private vehicles.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1669	If the intention is to reduce the number of private cars clogging up Cork city centre - a broad aim many of us might agree with - there are surely many other ways to achieve this Congestion charges for vehicles entering the city centre. This is easily policed using number plate recognition, as is currently in use by the 'e-flow' system on Ireland's motorways. Exemptions can be given for emergency vehicles, those re-supplying shops and restaurants in the city centre and other 'essential' vehicles as determined by the city authorities.	Noted.
NTA-C14-1669	If the intention is to reduce the number of private cars clogging up Cork city centre - Parking systems. Provide more Park-and-ride systems on the outskirts and at the same time progressively restrict parking from roadsides in the city centre.	Please see the NTA's response to Issue 21 in this report
NTA-C14-1669	If the intention is to reduce the number of private cars clogging up Cork city centre - Install public electric charging points in strategic locations outside of the city centre, such as in Park-and-rides. As we move over to using electric cars, concentrating these charge points strategically so as to encourage people to park outside the city centre could be effective.	Please see the NTA's response to Issue 21 in this report
NTA-C14-1669	If the intention is to reduce the number of private cars clogging up Cork city centre -Public transport, making it free to all would cost a lot but would maximize its utilisation. Your brochure mentions a Luas, but why not think of monorails in key/tourist locations, and fast light railways to dormitory towns as well?	Please see the NTA's response to Issue 15 in this report

Reference	Statement	NTA Response
NTA-C14-1670	I attended because I was concerned that the 206 Sth Douglas Rd route might be discontinued. I'm happy that it will be continued 20 mins frequency rather than 15 mins is not a great disadvantage.	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-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1671	Neighbourhood not a thoroughfare. Road to widen atleast 12m	Noted.
NTA-C14-1671	Mature treesm viodiversity and stone wall destroyed.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1671	Changes to properties/parking/car diversions/irreversible destruction	Noted.
NTA-C14-1671	Safer cycling/bus priority/cheaper and greener already costed in Cork Metropolitan Area Trasport Strategy	Please see the NTA's response to Issue 3 in this report
NTA-C14-1672	The proposal to close off High Street by Capwell Road significantly inconveniences me. At present I can easily access the south Link Road/Douglas/Meton straight from my front door. With the new layout I would be forced to travel down High Street and all the way around Turner Cross to get to the South Link Road, a time consuming and inconvenient detour. The same would apply to the return journey. I am asking for some sort of time restriction at the High St/Capwell junction to keep my access clear. I do not want High Street to become a cul-de-sac.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1673	Not enough information on how cars will be affected. I'm interested in the public being able to drive their cars and have parking spaces and access to where they want to go. Cars are what the public use for transport and should be given priority.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1674	I do not agree that we will have any benefit from the project.Sorry, no much traffic.Put speed cushions to reduce speed. Bus Connect will not give any benefit.	Noted.
NTA-C14-1675	A reassessment of preferred route options 1st-3rd should be achieves due to large changes to this route that way influence the analysis.A 'neighbourhood' approach to the Douglas Road rather than a commuter traffic one should be considered.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1676	No cycle paths along the route. Trees taken away are 200 years old, I don't want this. Objection to the walls along Douglas Road being taken away. Not a suitable bus scheme.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1677	I remain vehemently opposed to the second plan as in it's current format: I lose 70% of my front garden I therefore lose all parking space	Please see the NTA's response to Issue 10 in this report
NTA-C14-1677	I therefore remain vehemently opposed to the second plan as in it's current format: I lose all privacy due to the proximity of the proposed boundary to the wall-ceiling windows/patio doors of my kitchen.The security of my home is also severely impacted given the proximity to the boundary and the aforementioned bus stop.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1677	I t remain vehemently opposed to the second plan as in it's current format: I lose all access to my house as there is now a bus stop proposed within feet of my kitchen window/patio area.The security of my home is also severely impacted given the proximity to the boundary and the aforementioned bus stop.	Please see the NTA's response to Issue 11 in this report
NTA-C14-1677	I remain vehemently opposed to the second plan as in it's current format: I was granted planning permission for the renovation of this house in 2017 and spent years of time and effort (and significant money) lovingly restoring this beautiful home sympathetic to, and leveraging it's 1922 construction. As a result of the proposed NTA plans, the value of my home will be significantly reduced.	Please see the NTA's response to Issue 19 in this report
NTA-C14-1677	I continue to support investments in road infrastructure, public transport and cycling but the current BusConnects proposal, if forced through, will have devastating and irreversible personal and financial impact.Impact which could easily be avoided with a little creativity.Notwithstanding the visual and environmental and personal impact, the heritage of this beautiful leafy road will be decimated - a road which has up to to 50 recorded structures on the national monuments archive.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1678	I am not supportive of the current plan and wish that you would not proceed with it in its current form. My reasons are: There will be a huge effect on parking	Please see the NTA's response to Issue 10 in this report
NTA-C14-1678	I am not supportive of the current plan and wish that you would not proceed with it in its current form. My reasons are: There will be a lot of disruptive construction on the Douglas Road	Please see the NTA's response to Issue 18 in this report
NTA-C14-1678	I am not supportive of the current plan and wish that you would not proceed with it in its current form. My reasons are: The removal of mature trees along the Douglas Road will turn it into a concrete wasteland, seriously impacting the environment. The heritage and character of of the Douglas Road will be destroyed	Please see the NTA's response to Issue 1 in this report

Reference	Statement	NTA Response
NTA-C14-1678	I am not supportive of the current plan and wish that you would not proceed with it in its current form. My reasons are: The proposed diversions of traffic will impact the ability of people - especially those older and less mobile - to access their own homes	Please see the NTA's response to Issue 11 in this report
NTA-C14-1678	I am not supportive of the current plan and wish that you would not proceed with it in its current form. My reasons are: Those people affected by CPOs are coming under extreme stress with their lives and property under threat of irreversible change.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1678	I am not supportive of the current plan and wish that you would not proceed with it in its current form. My reasons are: The Douglas Road is busy at two times of day: > School pickup/drop-off; and > going home after work The former is caused by a lack of school bus arrangements and dedicated drop-off zones. The latter is due to the bottleneck at Douglas village. Sorting these two issues would be cheaper and easier than vandalising the whole Douglas Road. It appears that the NTA has no real knowledge of the issues in Cork and continues to work off maps from their remote offices in Dublin.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1679	It is immediately clear to residents of the Douglas Road and surrounding areas that school traffic is the source and also the only traffic concern on the Douglas Road. This is borne out by the complete lack of traffic congestion outside of the school term. You have not identified school traffic issues. This should be included in the next BusConnects proposal. Your plan does not deal with the traffic issues in and around the Douglas Village and in deed may make these traffic concerns worse. These need to be addressed and included in the next BusConnects proposal. We see the traffic in Douglas Village and the school related traffic as two significant issues, neither will be resolved by road widening.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1679	We are also concerned with the speed that cars and motorbikes travel along the Douglas Road and this must be stopped. Widening the Douglas Road up to 12 metres will only encourage higher speeds. Instead, we would propose imposing a reduced speed limit on the road and in places installing speed ramps. This will benefit peoples' safety and the environment. The imposition of speed restrictions combined within the sense of place and the intimacy the Douglas Road will create a pedestrian and cycle friendly route. Increasing road width would be counterintuitive and will only lead to increased road speeds and a reduction in public safety.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1679	The Douglas Road is, and of itself is, a great amenity for the residents many of whom enjoy walking between the city and Douglas Village. The proposals to cut down mature trees, removal of historic walls, and the resulting impact on habitats and biodiversity will have a negative impact on our enjoyment of our locality and consequently our health and wellbeing and our sense of place. We are concerned that an environmental impact study has not been completed on your proposals. Noise pollution will increase as a result of the destruction of trees and shrubs. The increase in frequency of buses along the Douglas Road is a further concern. Light pollution and air pollution will also increase for these same reasons.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1679	It is our view that improvements can and should only be made by using our existing resources and reallocation of road space. Park and Ride facilities and a school bus transport system must be considered.	Please see the NTA's response to Issue 21 in this report
NTA-C14-1679	There will be a loss of Privacy to many homes on the Douglas Road.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1679	The resident's association is concerned at your lack of communication with our group. There has been no direct communication with the residents either as a group or to most of our individual residents. Your changes will be upsetting and have far reaching effects on so many. It has become apparent to us that many of the residents of Douglas and the surrounding suburbs are still not aware of the nature and content of your proposals. You need to rectify. This process has already taken a significant toll on our communities, the loss of property, the loss of parking, the loss of trees etc. is weighing heavily on us. However, it is vital you correct the many errors and omissions in your preferred route document and bring your proposals to a third consultation process for review.	Please see the NTA's response to Issue 12 in this report
NTA-C14-1680	The overall width that is proposed for much of the Douglas Road is frankly, just ridiculous. It is highly questionable whether bus lanes on the scale proposed are warranted for this area. I have lived in Douglas for most of my life and traffic is generally quite free-flowing for most of the time. The issues which do cause congestion/delays at times are as follows: There are several large, both primary and secondary, schools in the area. Significant traffic hold-ups occur at drop-off and especially pick-up times, because of large numbers of cars parked in the school vicinity. Perhaps this problem could be addressed by the introduction of a comprehensive, dedicated school bus transport system (as exists in many other European countries). Ideally this would feature	Please see the NTA's response to Issue 4 in this report
NTA-C14-1680	It is obvious to one and all that there needs to be a significant shift away from private car usage in the city towards public transport and cycling and walking. Reliable public transport infrastructure needs to be put in place, and walking and cycling facilities need to be much improved. However, what is being proposed here is overkill on a massive scale. Other simpler, cheaper and much less intrusive measures could be put in place to achieve the desired results.	Noted.

Reference	Statement	NTA Response
NTA-C14-1680	Simultaneous roadworks on the Douglas & South Douglas roads. These are essentially parallel routes from the South-East to/from the city centre. It is truly incomprehensible to me how this is frequently allowed to happen. A trivial amount of coordination and planning could resolve this. The proposal in its current form, if implemented, will: cause huge disruption and significant inconvenience to large numbers of residents and commuters while works are being carried out	Please see the NTA's response to Issue 18 in this report
NTA-C14-1680	The utter disaster that is the current traffic management system in Douglas village. Every change implemented seems to make the situation worse rather than better	Please see the NTA's response to Issue 6 in this report
NTA-C14-1680	Extremely poor traffic light phasing. For example, I observed recently that when Eastbound traffic on the South Douglas Road by Tesco gets a green light, the signal a short distance ahead immediately changes to red. Thus, only a handful of cars can get past the first light. Invariably some cars move forward into the yellow box junction and then virtual gridlock follows shortly afterwards. I would also suggest that a simple educational campaign in the media regarding the protocol to observe at such junctions would be money well spent.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1680	Public transport needs to be reliable and frequent if people are to switch to using it from private cars. Bus Eireann do not have a good track-record in providing a reliable bus service in the city. The "real-time" bus indicators installed at some stops are essentially just a digital display of the aspired to timetable -they bear little or no relation to what buses may actually arrive in the immediate future. The bus service needs to be dramatically improved and upgraded before any major engineering works to facilitate bus lanes are even considered.	Please see the NTA's response to Issue 15 in this report
NTA-C14-1680	The Douglas and South Douglas roads are two essentially parallel East-West routes. The distance between them is small. If (and this is by means definite) dedicated bus lanes are deemed to be necessary in places, consideration should be given to using one road for westbound buses and the other for eastbound. A similar strategy could be implemented for cycle lanes. In relation to providing cycle lanes for the area, consideration could perhaps also be given to using the Tramore valley park for part of a route. Any existing traffic issues are largely caused by the factors mentioned above. Reliability and frequency of service are issues that can be addressed relatively easily with the necessary investment.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1680	The proposal in its current form, if implemented, will: Seriously and irreversibly damage what is left of the character of the Douglas area. Douglas village itself has already been seriously damaged by some extremely poor, and highly questionable, planning decisions. The current proposal will destroy what is left of the intrinsic nature and heritage of the area. The environmental destruction involved, in terms of removing mature trees and old limestone walls is truly breath-taking. We need to preserve and value the environmental and architectural heritage that we are lucky enough to still have in this city.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1680	The proposal in its current form, if implemented, will: Divert significant traffic through residential areas such as Cross Douglas Road, Victoria avenue and other side-roads in the area. This will have a significant adverse effect on residents in terms of noise, access, on-street parking, increased traffic hazards for children property value etc.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1681	The current emerging preferred route for the Maryborough to City (Route "I") Sustainable Transport Corridor (STC), will result in the permanent loss of circa 1.6m from the full width of the existing and compact rear area of our Family home. As well a significant impact on the value of the house, it also means the removal of a recently erected home office. There would be additional impact to provide remedial works on the remaining lands such as reinstatement of walls, replanting of hedging and landscaping, and reworking of the facilities.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1681	As a group we are opposed to the drastic plans that are proposed and consider them completely unnecessary as the aims and objectives of BusConnects Cork can be achieved within the existing footprint of the road and would be far more cost efficient to achieve. As outlined at our presentation to yourselves on 11th May last (copy attached) the current road width is already substantially wider than any section of the Proposed plan into Infirmary Road. The current layout of the relevant section of Map 11 provides adequate pathway, cycle lanes and roadways for the level of traffic on this section of the road (see Figure 4 below).	Please see the NTA's response to Issue 9 in this report
NTA-C14-1681	It appears that the current BusConnects Cork Proposal has been designed without the use of either existing traffic data or any traffic modelling. That said we have shown evidence that there is very little traffic and NO TRAFFIC CONGESTION on this section of roadway (see attached presentation of 11th May 2023). Should any traffic modelling propose to create traffic congestion to this point (and assumably equal congestion on Rochestown Road and the Carrigaline Road) then this would be to the detriment of the residents and businesses of the area - a point that has not been communicated to them.	Please see the NTA's response to Issue 7 in this report

Reference	Statement	NTA Response
NTA-C14-1681	Even if such traffic congestion was engineered in then the solution proposed of a shared bus / cycle lane or indeed a shared footpath/ cycle lane similar that those proposed closer to the city (for the affected 170m between The Paddocks and Lime Trees Road) would allow for the bus route to be unaffected by any traffic congestion and therefore would allow BusConnects Cork to achieve its aims and objectives within the existing footprint of the road and would be far more cost efficient to achieve.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1681	It is important to note that shared bus / cycle lanes is particularly relevant where there is a downhill section with little cycle traffic - just like the 170m that I refer to.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1681	Impact on Affected Properties Obviously there would be substantial impact on the affected properties during any construction phase but also there would be ongoing impacts should this proposal go ahead:1. Increased Noise; as the proposal is to bring the roadway closer to our homes there will obviously be a negative impact from noise. This would be compounded by the "engineering in" of traffic congestion outside our homes.2. Increased Air Pollution; should traffic congestion be created outside our homes there will be a clear negative impact from the increased air pollution	Please see the NTA's response to Issue 5 in this report
NTA-C14-1681	Impact on Affected Properties Obviously there would be substantial impact on the affected properties during any construction phase but also there would be ongoing impacts should this proposal go ahead:3. Loss of Privacy; the bringing of traffic closer to our home and indeed stopping outside our home will have a negative impact on our privacy. In particular, House X and our home (House X) being substantially lower than the roadway will have the stopped traffic directly looking into our bedrooms.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1681	Impact on Affected Properties Obviously there would be substantial impact on the affected properties during any construction phase but also there would be ongoing impacts should this proposal go ahead:4. Loss of Amenity; any land acquisition (and particularly of the scale proposed) will result in severe loss of amenity particularly in the size of the back gardens for House X and House X.I note the comments of Hugh Creegan (Deputy CEO - NTA) at the public forum in Rochestown Park Hotel that the removal of rear garden space is worse than front garden space.6. Substantial Decrease in Property Values. These houses are in a very sought after area and command substantial prices. The substantial losses outlined above will have a large negative effect on these values.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1681	Impact on Affected Properties Due to the topology of the affected family homes there are particular concerns regarding the shortening of driveways and back gardens. As outlined in our presentation of May 11th: > House X will have the incline of the pedestrian access from Maryborough Hill altered to a degree that will not allow the safe access and egress (this will be worsened as we all get older)	Please see the NTA's response to Issue 13 in this report
NTA-C14-1681	Impact on Affected Properties House X will have the garden significantly shortened. This house is significantly below road level (as previously pointed out there is a sheer drop of approx. 20 feet from the top of the wall to floor level). To allow for some privacy significant replanting would be required to heights providing privacy for bedrooms. This will have a negative impact on the light available - a full survey will need to be undertaken to establish the level of loss and whether this is allowable.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1681	Impact on Affected Properties House X will have its driveways significantly shortened. As this house is significantly below road level there is already an existing slope on the driveway. Any shortening of the driveway will (a) significantly impact negatively on the slope of the driveway (b) remove the ability to turn a car within the driveway meaning that the driver will need to reverse up a steep slope to cross a 2m footpath, a 2m cycle lane and onto a three lane road (c) the inability for visitors to park in the drive and there is no provision for alternative parking	Please see the NTA's response to Issue 11 in this report
NTA-C14-1681	Impact on Affected Properties Obviously there would be substantial impact on the affected properties during any construction phase but also there would be ongoing impacts should this proposal go ahead:House X will have its driveways significantly shortened. As this house is significantly below road level there is already an existing slope on the driveway. Any shortening of the driveway will (a) significantly impact negatively of the slope of the driveway (b) remove the ability to turn a car within the driveway meaning that the driver will need to reverse up a steep slope to cross a 2m footpath, a 2m cycle lane and onto a three lane road (c) the inability for visitors to park in the drive and there is no provision for alternative parking	Please see the NTA's response to Issue 11 in this report

Reference	Statement	NTA Response
NTA-C14-1681	<p>Impact on Affected Properties</p> <p>Obviously there would be substantial impact on the affected properties during any construction phase but also there would be ongoing impacts should this proposal go ahead: Requirement for a Dedicated Bus Lane for the affected 170m</p> <p>As previously mentioned, we have shown that there is little traffic and NO TRAFFIC CONGESTION on the affected 170m from The Paddocks to Lime Trees Road.</p> <p>Should there be no traffic congestion envisaged following a completion of a traffic study then there is absolutely no requirement for a dedicated bus lane - a bus lane would only be required if it removes the buses from traffic congestion. There would then be no need to alter the current layout of the roadway.</p>	Please see the NTA's response to Issue 15 in this report
NTA-C14-1681	<p>Should any traffic survey suggest that there will be the creation of traffic congestion on the affected 170m of Maryborough Hill then this would imply that there would be "engineered in" 500m traffic jams on all inward approaches to the Fingerpost Roundabout - this will make Lime Trees Road (Maryborough Estate) and Greendale Road (Maryborough Woods) effectively "rat runs" for traffic. The consequences for commuters, residents and business have not been communicated to them. affected properties during any construction phase but also there would be ongoing impacts should this proposal go ahead:</p>	Please see the NTA's response to Issue 2 in this report
NTA-C14-1681	<p>Per your proposals the benefits of a bus lane would be that the "punctuality and reliability of the bus system is vastly improved. Journeys are faster and, even more importantly, arrival times are more consistent and dependable". We therefore specifically call out:</p> <ol style="list-style-type: none"> 1. What would be the "vast improvement" on punctuality and reliability of a dedicated bus lane and dedicated cycle lane be over that of a shared one 2. What would be the impact on bus journey times of a dedicated bus lane and dedicated cycle lane be over that of a shared one 3. Considering that the congestion on the route to the City is in fact on the city side of the Fingerpost Roundabout and not on Maryborough Hill. What would be the impact on the consistency and dependability of bus arrival times of a dedicated bus lane and dedicated cycle lane be over that of a shared one <p>A Full Cost Benefit Analysis of any negative impact on the aims and objectives of BusConnects Cork in relation to this particular 170m will need to be undertaken. The cost of the proposal for this section will be enormous and far in excess of your budgeted figures per kilometre whilst the benefits can be achieved without any land acquisition. This will also need to be viewed in the context of competing demands for public (taxpayers) funds.</p>	Please see the NTA's response to Issue 15 in this report
NTA-C14-1681	<p>It is extremely disappointing that the ecological impact of the proposal on Map 11 has not been accurately highlighted. There are three trees highlighted in the map however in reality there are significantly more trees marked for destruction. Each of our four houses have trees that will need to be destroyed as per your plan with House #2 having 14 trees alone in the proposed land acquisition. It is extremely disappointing that the archaeological impact on Maryborough Hill has not been accurately highlighted. I note from your route selection process that no archaeological sites are noted. I would like to highlight that in fact there are two sites (i) Maryborough House and (ii) Maryborough Lodge - furthermore the existing wall that is proposed to be demolished constitutes part of the original boundary wall of the Maryborough Demense.</p>	Please see the NTA's response to Issue 1 in this report
NTA-C14-1682	24 page presentation provided	Please see the NTA's response to Issue 2 in this report
NTA-C14-1683	I am opposed to the changes on the Douglas Road because I believe they will do more harm than good. The NTA have not studied where people who drive the Douglas Road are coming from and going to and are basing their plans on an assumption that by slightly improving bus and cycling facilities in this area, that people will suddenly stop driving their cars.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1683	Widening the Douglas Road will not address car congestion in Douglas Village	Please see the NTA's response to Issue 6 in this report
NTA-C14-1683	Most traffic in the morning is due to schools and these plans do not provide viable alternatives to parents.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1683	Every other city in Europe is reallocating existing road space to public and active travel, so I would question why, in a climate emergency, we are insisting on pouring concrete and asphalt over limited green spaces, mature trees and old heritage walls. I believe the route chosen has the most negative effect on the local environment and heritage. These changes are unnecessary and will irreversible. They will destroy this historic road, which is one of the last green routes to the city. There are much cheaper and greener alternatives to improve public and active transport that do not involve road widening or tree loss on this road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1684	I cannot and will never agree to mindless destruction of my garden and the mature trees that line the Douglas Road, we are all well aware that the population is increasing in many suburbs	Please see the NTA's response to Issue 13 in this report

Reference	Statement	NTA Response
NTA-C14-1684	Until a more viable plan is proposed, even looking at a one-way system, which could work, do not think that bullying us to hand over our gardens will ever work, as far as I'm aware I live in a free county with a democratic process that should ensure my property is just that and not to be handed on a plate to some group of Individuals who have never even bothered to come to see the area of engage in a mannerly fashion with the residents.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1685	As residents of Trabeg Lawn, South Douglas Road, we have major concerns about the proposed diversion of traffic from the Douglas Road to the South Douglas Road at peak traffic times. Such a diversion would make the South Douglas Road an even greater black spot than is already the case. Anyone who travels on the South Douglas Road at the moment will wonder how such a proposal was ever mooted. At present, traffic levels at peak morning and evening times, make exiting and entering Trabeg Lawn hazardous for all. The current .Outward bound city traffic is the chief problem in the evening. This would be exacerbated by the current proposal.Douglas village will continue to be a traffic pinch point with no solution to this problem.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1685	NTA proposal appears to ignore the very obvious fact that the South Douglas Road is the site of three large secondary schools and four primary schools. School traffic is the main contributor to traffic gridlock particularly in the morning	Please see the NTA's response to Issue 4 in this report
NTA-C14-1685	Douglas village will continue to be a traffic pinch point with no solution to this problem.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1685	Introduce a dedicated bus lane on a circular one way route incorporating the Douglas and South Douglas Roads.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1685	Increase Bus frequency improving the service and making its use more attractive to bus users.Provide more bus stops and shelters.Provide a fleet of buses dedicated to the transport of school goers for a limited time each morning and evening to alleviate some of the current problems	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/buscconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1685	Make alternate one way systems for Cross Douglas Road, Rosebank, Tramore Lawn etc., roads linking Main Douglas and South Douglas Road	Please see the NTA's response to Issue 3 in this report
NTA-C14-1686	The presence of trees supports positive mental health and wellbeing. Removing mature trees from the Douglas Road will increase stress levels in the community. Increases in road traffic will lead to corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity. The unnecessary widening of the road entails the removal of attractive mature trees, shrubs and stone walls that provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1686	The increased noise and air pollution resulting from this plan will have a significant impact on the human and natural environment.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1686	The disruption, noise and pollution caused by the construction process is also a concern, as it will extend over a long period of time.	Please see the NTA's response to Issue 18 in this report
NTA-C14-1686	The increased width of the road will cause difficulties entering and leaving Baltimore Lawn	Please see the NTA's response to Issue 11 in this report
NTA-C14-1686	I will find crossing the newly widened road difficult and dangerous, especially as I grow older.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1686	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1687	I am not supportive of the current plan and wish that you would not proceed with it in its current form. My reasons are: There will be a huge effect on parking	Please see the NTA's response to Issue 10 in this report
NTA-C14-1687	I am not supportive of the current plan and wish that you would not proceed with it in its current form. My reasons are: The removal of mature trees along the Douglas Road will turn it into a concrete wasteland, seriously impacting the environment The heritage and character of of the Douglas Road will be destroyed	Please see the NTA's response to Issue 1 in this report
NTA-C14-1687	I am not supportive of the current plan and wish that you would not proceed with it in its current form. My reasons are: There will be a lot of disruptive construction on the Douglas Road	Please see the NTA's response to Issue 18 in this report

Reference	Statement	NTA Response
NTA-C14-1687	I am not supportive of the current plan and wish that you would not proceed with it in its current form. My reasons are: The proposed diversions of traffic will impact the ability of people - especially those older and less mobile - to access their own homes	Please see the NTA's response to Issue 11 in this report
NTA-C14-1687	I am not supportive of the current plan and wish that you would not proceed with it in its current form. My reasons are: Those people affected by CPOs are coming under extreme stress with their lives and property under threat of irreversible change.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1687	The Douglas Road is busy at two times of day: School pickup/drop-off; and going home after work The former is caused by a lack of school bus arrangements and dedicated drop-off zones. The latter is due to the bottleneck at Douglas village. Sorting these two issues would be cheaper and easier than vandalising the whole Douglas Road. It appears that the NTA has no real knowledge of the issues in Cork and continues to work off maps from their remote offices in Dublin.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1688	Generally supportive of improvements in public and cycling infrastructure. However, not when it destroys local environment, homes and people's quality of life, especially when there are alternatives.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1688	Therefore remain opposed to the changes proposed for the Douglas Road for a number of reasons as follows, and will oppose any effort to acquire part of our property. Personal Impact Noise Pollution Air Pollution Access Devaluation Health & Well-being Heritage & Character Environment Issues with Process & Methods COP Alternative Solutions	Please see the NTA's response to Issue 13 in this report
NTA-C14-1689	I wish to take the opportunity to outline the diverse services located on site at the exceptionally busy St. Finbarr's Hospital. Mental Health Services Care of the Elderly and Rehabilitation Services Blood Transfusion Service Gynecology Clinics Public Analyst and Food Microbiology Laboratories Dental Service Etc.	Please see the NTA's response to Issue 22 in this report
NTA-C14-1689	As outlined above in the St. Finbarr's Hospital site overview, there are a number of vulnerable patient cohorts at St. Finbarr's Hospital to include Mental Health and Elderly patients respectively who will potentially be put at risk by the proposal mooted by the NTA. Notwithstanding the proposal herein, it is not appropriate from a staff, patient, or visitors health & safety perspective to enter any busy hospital site (St. Finbarr's Hospital in this instance) via a Car Park which the NTA is proposing would be located at the hospital entrance as part of the BusConnects Cork preferred route option proposal.	Please see the NTA's response to Issue 22 in this report
NTA-C14-1689	A critical factor in relation the maintenance of patient safety on site and ensuring timely access to clinical care (oftentimes times emergent) is to ensure that there is no impedance 24/7 - either to the entrance or exit of National Ambulance Service (NAS) vehicles to and from St. Finbarr's Hospital. In our opinion, a significant risk is that timely patient care will be significantly impacted upon, in light of the proposal mooted by the NTA i.e. the potential for blockages from the exit of the Campus.	Please see the NTA's response to Issue 22 in this report
NTA-C14-1689	Grave concerns have been voiced in relation to potential impacts the proposed Douglas Road restrictions i.e. safe staff entry and exit from the St. Finbarr's Hospital site. In conclusion, I / we would welcome an opportunity to discuss these and other matters further with the NTA as invited, particularly mindful of assurances from the NTA whereby 'no decisions have been made to proceed with these proposals, and will not be made until we have concluded the consultation process.	Please see the NTA's response to Issue 22 in this report
NTA-C14-1690	I called NTA on April 5th 2023 at approximately 14:15pm where I asked for a detailed map showing my potentially affected property. I was told a detailed map would be emailed to me. I emailed you on April 14th to indicate that no map had been mailed and I repeated my request in reply to an email from you on April 15th. I again repeated my request for a detailed map on a call on April 19th. The map on A4 in your documentation is very imprecise and lacks clear details. I am sure that you will agree that affected residents deserve a better response. The current plans lack proper planning around certified returns, mobility outcomes before you plough ahead with grandiose plans. I trust my request for a detailed map will now get a proper response.	Please see the NTA's response to Issue 12 in this report

Reference	Statement	NTA Response
NTA-C14-1691	I have been a resident in Douglas Road for the past 40 years plus. It is an iconic Road with lovely mature trees, historic stone wall boundaries, with approximate 50 recorded historical structures in the national monuments Archive. I have many many concerns for the total destruction of Douglas Road and it's environs both personally and from an environmental, heritage and character basis. Health and wellbeing, loss of parking, loss of mature nature in nearby vicinity, uprooting residential community and neighbourhood, impact of living on side of soulless concrete road, increase in car congestion during morning commute. Loss of mature trees and impact on biodiversity. The suggested route will destroy the most trees. Replacement of trees will not replace like with like. Trees help with shading, flooding and carbon. Recorded protected structures. Historical stone wall boundaries. one of the last green urban corridors. Attractive and soothing visual landscape.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1691	The impact on one's property, subsidence, devaluation, outdoor space and trees.	Please see the NTA's response to Issue 19 in this report
NTA-C14-1691	Noise pollution by removal of mature trees. Light and air pollution.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1691	My concerns are: Loss of parking. Immense disruptive construction. Traffic diversions and Impact on where I live.	Noted.
NTA-C14-1691	From a Health and Safety perspective mingling of pedestrian with bicycle access, with only a painted line as a divide, is a safety hazard.	Please see the NTA's response to Issue 8 in this report
NTA-C14-1691	Changes to Douglas Road will not solve traffic congestion in Douglas village.	Please see the NTA's response to Issue 6 in this report
NTA-C14-1692	The presence of trees supports positive mental health and wellbeing. Removing mature trees from the Douglas Road will increase stress levels in the community. Increases in road traffic will lead to corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity. The unnecessary widening of the road entails the removal of attractive mature trees, shrubs and stone walls that provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1692	The increased noise and air pollution resulting from this plan will have a significant impact on the human and natural environment.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1692	The disruption, noise and pollution caused by the construction process is also a concern, as it will extend over a long period of time.	Please see the NTA's response to Issue 18 in this report
NTA-C14-1692	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1692	I will find crossing the newly-widened road difficult and dangerous, especially as I grow older.	Please see the NTA's response to Issue 9 in this report
NTA-C14-1692	The increased width of the road will cause difficulties entering and leaving Baltimore Lawn	Please see the NTA's response to Issue 11 in this report
NTA-C14-1693	The presence of trees supports positive mental health and wellbeing. Removing mature trees from the Douglas Road will increase stress levels in the community. Increases in road traffic will lead to corresponding deterioration in noise and pollution levels, exacerbated by the removal of many trees and shrubs from the immediate vicinity. The unnecessary widening of the road entails the removal of attractive mature trees, shrubs and stone walls that provide a varied habitat for many wildlife species and a sink for much of the carbon created by existing road traffic.	Please see the NTA's response to Issue 1 in this report
NTA-C14-1693	The increased noise and air pollution resulting from this plan will have a significant impact on the human and natural environment.	Please see the NTA's response to Issue 5 in this report
NTA-C14-1693	The disruption, noise and pollution caused by the construction process is also a concern, as it will extend over a long period of time.	Please see the NTA's response to Issue 18 in this report
NTA-C14-1693	The proposed one-way system will inconvenience me as I attempt to drive to and from Douglas and the City Centre.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1693	The increased width of the road will cause difficulties entering and leaving Baltimore Lawn	Please see the NTA's response to Issue 11 in this report
NTA-C14-1693	I will find crossing the newly-widened road difficult and dangerous, especially as I grow older.	Please see the NTA's response to Issue 9 in this report

Reference	Statement	NTA Response
NTA-C14-1694	I haven't seen any plans drawn up as to how the roads/paths problems which will arise, will be addressed for the residents and Main Douglas Road, South Douglas Road and Ballinlough Road.	Please see the NTA's response to Issue 2 in this report
NTA-C14-1694	I feel strongly the £600million being spent on changing the main arteries around Douglas/Ballinlough so drastically with no guarantee of success, it would be prudent to do something on a trial basis as suggested/proposed by the spokesperson for the area.	Please see the NTA's response to Issue 3 in this report
NTA-C14-1694	I understand that CSO have statistics available to show where people go to work etc. - not everyone goes to the city centre and has this information been considered or worked into your calculations. Post Covid - the amount of people working from home is considerable so surely that has a bearing on the drastic changes proposed. Post Covid - the amount of people working from home is considerable so surely that has a bearing on the drastic changes proposed.	Please see the NTA's response to Issue 7 in this report
NTA-C14-1694	The bus service is very good with four buses per hour going through on main Douglas Road. I use them myself and they are very happy with the service getting to college. The buses are dependable and generally on time.	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/buscconnects-cork-new-bus-network/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1694	We have lived at a couple of addresses in Douglas and am shocked that an official organisation would consider destroying the historic walls and health old trees along with the route. Are you planning to override Preservation Orders?	Please see the NTA's response to Issue 1 in this report
NTA-C14-1695	I am opposed to the changes that are proposed for the Douglas Road. Why in a climate emergency that we would pour concrete over limited green spaces, cut down mature green trees and lose old heritage walls I cannot understand	Please see the NTA's response to Issue 1 in this report
NTA-C14-1695	People will not suddenly stop driving their cars and most of the traffic in the morning is due to schools with over 6000 attending schools from outside the Douglas area and no efforts made and tackle school traffic, why not investigate availability of school buses.	Please see the NTA's response to Issue 4 in this report
NTA-C14-1695	The stress for those who have got CPO's the loss of parking, loss of mature nature in nearby vicinity uprooting residential community and neighbourhood, impact of living side of soundless concrete road with noise, light and air pollution is immense.	Please see the NTA's response to Issue 13 in this report
NTA-C14-1695	Surely bus gates should be trialled before road be dug up and why not consider a one way bus loop with South Douglas Road. This is one of the best green urban areas and I am opposed to the widening of the Douglas Road with loss of mature trees, biodiversity and a waste of public funds.	Please see the NTA's response to Issue 3 in this report
NTA-C14-295/6	Traffic exiting the Ring Road on the slip road (exit 8) leading to the Douglas Road will be prevented from turning right towards Douglas Village and beyond. Instead, this traffic will also have to enter and proceed along the Well Road. This traffic will be forced onto the Well Road and drivers will then have to find an alternative route to get to Douglas Village and beyond. The only way to do this is through residential estates to get onto the Douglas Road.	Please see the NTA's response to Issue 6 in this report
NTA-C14-295/6	The Douglas and Ballinlough residential parks were not planned for, nor designed to take additional large volumes of traffic. The increased traffic will make it unsafe for local residents, cyclists, pedestrians and school going children. Businesses situated on the Douglas Road will be adversely affected. Consideration should be given to the Well Road which is not wide enough to cope with the extra traffic which will result from these proposals.	Please see the NTA's response to Issue 17 in this report
NTA-C14-295/6	The proposal to install a bus gate at peak times on the Douglas Road at the Well Road junction will have a negative and detrimental effect on residential estates and parks in this area. Traffic from Douglas Village which is heading to the City will be prevented from continuing on the Douglas Road at the traffic lights at the Well Road junction. Instead, this traffic will have to enter and proceed along the Well Road. Also, traffic exiting the Ring Road on the slip road (exit 8) leading to the Douglas Road will be prevented from turning left onto the Douglas Road. Instead, this traffic will also have to enter and proceed along the Well Road. Traffic exiting the Ring Road on the slip road (exit 8) leading to the Douglas Road will be prevented from turning right towards Douglas Village and beyond. Instead, this traffic will also have to enter and proceed along the Well Road. This traffic will be forced onto the Well Road and drivers will then have to find an alternative route to get to Douglas Village and beyond. The only way to do this is through residential estates to get onto the Douglas Road.	Please see the NTA's response to Issue 6 in this report

Reference	Statement	NTA Response
NTA-C14-368/9	<p>If the Bus Connects proposal to prevent cars travelling up the Douglas Road at peak times came in to being, then all of this traffic would have to be diverted up the Well Road and try to get to the schools by going through the adjoining residential parks. Again, much of the school traffic for St. Anthony's also uses the Douglas Road and this proposed change would also funnel this traffic up the Well Road</p> <p>It is quite difficult to get from our homes onto the Well Road with the current traffic volumes, and this proposal would make it almost impossible to get in or out of our homes safely at these peak times, if such a devastating increase in traffic volumes was to occur. Photograph 1 below shows an example of traffic congestion on the Well Road on a recent Friday evening.</p> <p>2 large stadiums in the area- are accessed from douglasr road and the well road If the Douglas Road was no longer available at certain times as an access route to these venues, traffic on the Well Road would come to a complete standstill and spectators would have severe difficulty trying to access their venue. Residents would also be severely restricted in getting in or out of their homes.</p>	Please see the NTA's response to Issue 6 in this report
NTA-C14-368/9	Most buildings on the Well Road are older properties, as you would expect in a settled residential area, most of which probably have strip footing foundations. These types of foundations would not be specifically designed to cater for differential settlement that could be caused from large volumes of traffic vibrations on soft boulder clay terrain.	Please see the NTA's response to Issue 18 in this report
NTA-C14-368/9	There are regular water leaks in the water supply pipework on the Well Road, possibly due to the age of the pipework system, the heavy traffic volumes, heavy vehicles, and the underlying soft soil strata.	Please see the NTA's response to Issue 16 in this report
NTA-C14-368/9	Cork Harbour is deemed a special protected area with many species of flora and fauna protected in the estuary and its marshy edges just South of the Well Road. We would be concerned that this wildlife would be disturbed, and potentially caused to migrate, due to the excessive traffic proposed by this scheme. The proposals to divert all of the Douglas Road inbound traffic up the Well Road at peak times will significantly increase traffic noise and reverberation,	Please see the NTA's response to Issue 5 in this report
NTA-C14-368/9	The NTA's proposal to significantly increase traffic on the Well Road, by diverting all of the traffic up the Well Road during peak times may well effect the value of our properties as it will become almost impossible to get in or out of our properties at these times.	Please see the NTA's response to Issue 11 in this report
NTA-C14-368/9	If this proposal was to proceed there would be multiples of traffic numbers going up the Well Road at peak times and it would be near to impossible to get out of our houses onto the Well Road safely. It would be especially difficult to cross both traffic lanes.	Please see the NTA's response to Issue 11 in this report
NTA-C14-514/15	Widening the Douglas Road will not address car congestion in Douglas Village. Most traffic in the morning is due to schools and these plans do not provide viable alternatives to parents.	Please see the NTA's response to Issue 4 in this report
NTA-C14-514/15	Every other city in Europe is reallocating existing road space to public and active travel so I would question why in a climate emergency, we are insisting on pouring concrete and asphalt over limited green spaces, mature trees and old heritage walls. I believe the route chosen has the most negative effect on the local environment and heritage. These changes are unnecessary and will be irreversible. They will destroy this historic road, which is one of the last green routes to the city. There are much cheaper and greener alternatives to improve public and active transport that do not involve road widening or tree loss on this road.	Please see the NTA's response to Issue 1 in this report
NTA-C14-514/15	In relation to East Douglas Street, there are vet and medical practices at the southern end of this street. These have been there for years and are well established. Making this street only usable by buses and cyclists under the Bus Connects plan fails to take account of these essential service providers, which need to be accessible by car. Try taking a sick animal to the vets on the bus and you will quickly see failings of the Bus Connects plan.	Please see the NTA's response to Issue 22 in this report
NTA-C14-514/15	<p>As a resident of Rosebank I object in the strongest terms for the plan to truncate the park and effectively split the park in half. This will separate neighbours and cause untold difficulties to the older residents. This proposal will actually increase traffic on the Douglas Road as residents will no longer be able to easily access the south link - which is another key resource to reduce city traffic.</p> <p>The road is not connected to the bus routes in any shape or form so it is completely incongruous as to why this has been included in a bus/transport plan when this is a quiet residential area.</p>	Please see the NTA's response to Issue 2 in this report

Reference	Statement	NTA Response
<p>NTA-C14-514/15</p>	<p>I do not believe the NTA have listened to the many submissions they received in Round 1.</p> <p>I am opposed to the changes on the Douglas road because I believe they will do more harm than good. The NTA have not studied where people who drive the Douglas Road are coming from and going to and are basing their plan on an assumption that by slightly improving bus and cycling facilities in this area, that people will suddenly stop driving their cars.</p> <p>Since COVID there has been a significant change to the work environment with many people working from home or even relocating out of the city as they can work remotely. Furthermore online shopping continues to boom and the decline in the city centre shops is clearly obvious. I do not believe these factors have been sufficiently taken into consideration in relation to the future growth/needs for transport.</p>	<p>Noted.</p>
<p>NTA-C14-4382</p>	<p>In the past I proposed putting an extra lane or 2 on the southern side of the south link road from the flyover on the Rochestown road to the Airport Hill. This would involve extending, by cantilever, the 2 flyovers in Douglas on the southern side. All of this can be connected to my proposed ring road of Douglas in the past.</p>	<p>Please see the NTA's response to Issue 3 in this report</p>
<p>NTA-C14-4382</p>	<p>As the Well road is now a complete bottle neck I am forwarding an impression of the only solution that I can see to solve the problem. I appreciate it would be a corridor through a sensitive area, but what else can be done to solve the traffic congestion? I suggest that a low level bridge along the mud flats to a high level bridge over the south link road to link to my proposed ring road of Douglas. A footpath and greenway on the side of the crossing would give access to the public to enjoy the wildlife.</p> <p>An earth embankment would also allow the possibility to put a flower feature along the side of the crossing. The low level bridge can be constructed with pre cast sections. The increasing adoption of electric cars into the future will reduce road noise. I trust the above is in order.</p>	<p>Please see the NTA's response to Issue 3 in this report</p>

Appendix B Responses to Submissions Common to Multiple STC's

Draft

Reference	Statement	NTA Response
NTA-C14-2	Camera enforcement of bus gates would need to be a non-negotiable necessity if this watered-down plan is to have any effect.	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-31	Ringaksiddy industrial area is severely lacking viable public transport options to the city. The 223 or 225 bus operates once every hour. Additional services at peak times (arriving 7 - 9 am, departing 4 - 6 pm) are required	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-567	It grants complete and utter deference in the overwhelming majority of instances to car parking space 'owners', especially those parking on public roads. There is a fundamental misunderstanding about parking by those who park on public roads. A car parking space on a public road is not a right, it is a privilege, particularly in the city centre and on key arterial roads into the city centre. Many European cities are now adopting this view and are removing them to the benefit of the city as a whole. The idea the city should be condemned to gridlock by such people, particularly those already living quite close to or in the city, is absurd. Even in instances of 'quick wins' such as Ballincollig's main street, which has thousands of car parking spaces adjacent to the main street on both sides of the road, the NTA has deferred to the loud minority.	The impact on parking has been reviewed and the design proposed to minimise and/or mitigate the impact on local residents, business owners and community members. Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision.
NTA-C14-567	The 'Bus Gates' are only magic paint. The NTA has no concrete plans to enforce the Bus Gates. We've seen the Gardai and Cork City Council's unwillingness to prosecute vagrant parking violations, or the pitiful private vehicle 'ban' on Patrick Street. The idea that either body will have the ability or willingness to enforce the bus gates is utterly ridiculous. Voluntary compliance has not worked, will not work and cannot work in such a car dominant city.	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-567	From a planning and policy side, the current iteration of the BusConnects plan is at odds with the National Investment Framework for Transport in Ireland, the National Development Plan, the Climate Action Plan, the Regional Spatial and Economic Strategy for the Southern Region.	The proposed sustainable transport corridors are fundamental to realising the ambition of the Cork Metropolitan Area Transport Strategy, developed in connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork. The NTA will continue to engage with the relevant bodies to inform them of the views received from the public in relation to requested improvements. The NIFTI encourages the use of active travel and public transport, which are specific BusConnects objectives. A high-level

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

	<p>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>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	<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-C14-569	<p>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.</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-C14-569	<p>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</p>	<p>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.</p>

	main street, which has thousands of car parking spaces adjacent to the main street on both sides of the road, the NTA has deferred to the loud minority.	
NTA-C14-569	The 'Bus Gates' are only magic paint. The NTA has no concrete plans to enforce the Bus Gates. We've seen the Gardai and Cork City Council's unwillingness to prosecute vagrant parking violations, or the pitiful private vehicle 'ban' on Patrick Street. The idea that either body will have the ability or willingness to enforce the bus gates is utterly ridiculous. Voluntary compliance has not worked, will not work and cannot work in such a car dominant city.	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-37	Concerned about the bus route 206. The new transport plan for cork city caters only for the young and mobile.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-569	From a planning and policy side, the current iteration of the BusConnects plan is at odds with the National Investment Framework for 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 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>
NTA-C14-569	The current iteration of the BusConnects plan is in contradiction with the National Investment Framework for Transport in its refusal to apply statutory powers to appropriate the necessary number of parking spaces on public roads for reallocation to public transport use, because the failure to build adequate bus lanes and specify how	Based on feedback from previous consultations, the retention of parking spaces has been maintained, if the overall scheme objectives are met. The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme

	<p>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>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>
NTA-C14-569	<p>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.</p>	<p>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.</p>
NTA-C14-569	<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-C14-569	<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</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</p>

	functioning as it is not integrated or cohesive, and for the reasons outlined above it will not encourage the necessary switch from the private car.	nature of the scheme, and integrating to other areas and future schemes, the NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements. Specific objectives of the Southern RSES are high capacity public transport corridors, prioritisation of buses over car traffic, high bus service frequency and improved journey times and a better developed cycle network, all of which are covered by the current iteration of the BusConnects plan.
NTA-C14-581	Proposals by bus connects for the Douglas area will increase traffic in an area that already has a traffic Jam every day.	Traffic data has informed the updated proposals and will continue to be reviewed at the next stage of the scheme development. A comprehensive traffic management plan will be developed to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets.
NTA-C14-581	Direct traffic from Rochestown, Maryborough, Carrigaline Donnybrook and Grange to the back Douglas road. Adult and children's lives are in danger.	The BusConnects proposals are seeking to make it easier and safer for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that general road safety for all types of road users will be improved. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.
NTA-C14-594	The Ballyvolane area is quite large and has grown significantly over the last two decades with plans to add hundreds if not thousands of homes and apartments in the near future. A 60km/h ring road, inside a suburb/ residential area within cork city with no cycling facilities is INSANE.	The Sustainable Transport Corridors are proposed on the busiest routes into and out of the City Centre.
NTA-C14-627	This is a plan that benefits many more Cork residents and visitors than a small minority of the populace inconvenienced by less parking. I would be excited to see Bus Connects continue that momentum of making Cork City a more clean and liveable city.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-627	With regards to the Bus Gates, these are practical in theory but they are only as effective as the enforcement. We've seen Patrick Street Bus Priority is a good example without constant enforcement the priority is rendered impotent. I believe having cameras on Buses to capture violations will aid in such enforcement but it should be considered providing some leniency to motorists caught breaking the priority lane rules, first	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable

	violation should just be a warning, second violation is a small fine of €10 and following/repeat violations should increase exponentially.	and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-45	I think the new proposals would need a vast re-think as the bus serving MTU through Douglas is full every day with students as is the 206 serving Christ king & Douglas Comm & Christ Rí. I'm totally against these proposed changes	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-638	The residents of Cork City are overly reliant on car travel and this will not change without radical overhaul of the current public transport offering. The streets are simply not wide enough to support on-street parking and large amounts of traffic. The bus service in Cork currently is horrendous and cannot be relied upon. To encourage the public to use the buses and reduce our reliance on private cars, the buses must be punctual and reliable. However, there needs to be balance and an alternative to on-street parking for those who will be affected by the proposed changes. Residents of Cork City can't be expected to get rid of their cars and put their faith in the proposed bus service when they have been failed by Bus Eireann for decades.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-673	I am writing this letter to express my unwavering support for the older, superior plan for Cork BusConnects, emphasizing the need for improved cycling lanes, as well as the urgent implementation of robust enforcement measures to police bus lanes and prevent illegal parking in cycling lanes. I have carefully examined the proposals and firmly believe that these elements are crucial for an effective and sustainable public transportation system in Cork.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-673	To ensure the seamless operation of bus services, it is imperative to implement a robust enforcement system to police bus lanes. The introduction of cameras in bus lanes will serve as a deterrent against unauthorized vehicles entering these lanes, reducing the risk of delays and ensuring smoother journeys for bus passengers. By deploying this technology and providing adequate resources for monitoring, Cork City Council can effectively enforce the proper use of bus lanes, promoting the reliability and punctuality of public transportation services.	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-673	In order to create a safe and conducive environment for cyclists, it is essential to enforce regulations regarding the proper usage of cycling lanes. Illegally parked vehicles in cycling lanes pose significant risks to cyclists, impeding their safety and discouraging	Regarding to the enforcement and legislation of the proposed overall Scheme, further supporting enforcement and traffic calming measures will be introduced to ensure compliance with the measures proposed later in the Proposals, through discussions between the NTA and CCC.

	<p>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.</p>	
NTA-C14-673	<p>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.</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-C14-701	<p>It's difficult to determine the full impact this early in the process with limited information available without being provided with its implications i.e. environmental, ecological, traffic impact, etc. and this is unfair.</p> <p>There would be a very significant traffic impact as a result of the proposals. For example, the removal of a turning lane from Boreenmanna Road to the N27. Without understanding the implications of the proposals it is unclear how critical decisions such as identifying emerging preferred routes/ proposals have been made i.e. It has been decided without all required information to do so.</p> <p>The proposed left-turn ban on to Ballinlough Road would have very significant implications for properties in this area. This would be particularly an issue during peak hours with a proposed 'Bus Gate' at St. Finbarr's Hospital prohibiting outbound car traffic movements. The result of such measures would be significant re-routing and longer journeys. The reversal of the no entry and the creation of a one-way system, as it appears to be proposed along Ballinlough Road is unnecessary. Minimising rat-running along Ballinlough Road could be accomplished by reversing the no-entry at the eastern end without prohibiting two-way movements along the western end (city end) as far as, say, Bernadette Way.</p> <p>Much of the layout is contrary to DMURS principles with significant visual widening and loss of trees from locations where they are required.</p> <p>The 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>The proposed Scheme aims to implement positive changes to active travel infrastructure, reducing car usage. Therefore, walking, cycling and wheeling will also become a more attractive alternative to the private car through improved pedestrian and cycling facilities. The aims of BusConnects Cork improving bus and cycle measures are to restrict traffic growth by allowing alternatives to car travel, therefore general traffic capacity will not increase. All journeys throughout the Scheme area will still be possible, some with a slight increase in distance.</p> <p>The impacts of the Scheme on the surrounding road network will be further assessed as part of the traffic modelling exercise which will be carried out during the next design stage, with mitigation measures provided where appropriate.</p> <p>The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. Local access will be maintained, although short diversions may be required in certain locations where bus gates are proposed. Access will be maintained for emergency vehicles along the Proposed Scheme.</p> <p>An Environmental Impact Assessment Report (EIAR) will be prepared for the proposed Scheme and submitted as part of the planning application. The EIAR includes an assessment of potential noise, air and 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>

Residents who chose to live at sustainable city locations would be those most negatively impacted by the proposals and likely to gain the least.

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.

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.

It's unfair that the decision for granting this is not being carried out at local level. 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.

It's unclear if any alternatives have been considered. Other options which may be more suitable include greater traffic management proposals that may have less detrimental effects on residents. It is unclear whether any assessment has been carried out in relation to actual demand requirements for the level of infrastructure. The overall scheme would result in significant provision of public transport capacity leading to a single location inbound. There's potential for a lot of empty buses particularly during off peak times.

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.

The construction impacts may be very severe. This has not been presented.

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.

Conclusion

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.

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.

As previously stated, no alternative options have been presented for consideration.

At local level my main concerns are for the removal of vehicular access to Ballinlough

	<p>Road from Douglas Road west of St Finbarr’s Hospital particularly in conjunction with the adjacent Bus Gate. The removal of parking along Boreenmanna and its likely impact on adjacent areas is also of particular concern.</p>	
<p>NTA-C14-772</p>	<p>We need to make Cork a more modern European city. Cork is a beautiful city but it deserves far better public transport and infrastructure. Proper bus corridors and cycle infrastructure are badly needed and can only be the start. It’s not going to be easy but if we don’t start now, then when?</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
<p>NTA-C14-51</p>	<p>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>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p> <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The ‘preferred cross-section template’, where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.</p>

		<p>As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p>
NTA-C14-781	<p>It is important that a holistic picture of the transport plans that are under the National Transport Authority is presented to the public as a vision for transport in the city and progressed on a similar timeline to BusConnects. This includes:</p> <ul style="list-style-type: none"> • The re-opening of a Blackpool railway station (under the Cork Area Commuter Rail programme) • The Northern Distributor Road • A P&R at Blarney, as part of the Cork–Limerick scheme 	<p>Future committed transport schemes will continue to be considered within the design proposals and supporting traffic modelling. The NTA will continue to work closely with Cork City Council and other relevant stakeholders.</p>
NTA-C14-781	<p>It will be very important for clarity and adherence that bus gates are enforced through automatic rising bollards as opposed to camera enforcement.</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-C14-51	<p>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 .</p> <p>Douglas Road - Bellair Estate Junction: Ensure easy access from the cycle lane on Cross Douglas Road into Bellair estate, as this junction is frequently used by active mobility users. Cross Douglas Road - onto Douglas Road: The left turn here should have a cycle lane</p>	<p>Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.</p>
NTA-C14-51	<p>Pedestrian crossings should be raised and bricked, prioritising pedestrians and encouraging walkability, especially near bus routes. Cross Douglas Road - onto Douglas Road: The left turn here should have a footpath.</p>	<p>With regard to crossings, a number of new pedestrian crossings are included in the proposed STC to cater for desire lines. Additionally, existing crossing facilities have been reviewed and will be upgraded</p>

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		throughout the Scheme to provide safe routes for all users. Crossings, lighting, maintenance, traffic calming and signal timings will be considered in the next stage of design, supported by traffic modelling.
NTA-C14-51	Clear signage and enforcement measures, such as cameras or electronic bollards, are needed to prevent motorists from ignoring bus gates.	Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.
NTA-C14-51	All bus stops should have adequate shelters.	Bus shelter provisions will be significantly expanded as part of the Bus Connects plan. A large number of additional bus shelters will be provided in new locations, particularly where connecting services are being provided.
NTA-C14-797	My opinion relates to Blackpool especially - this is good for the people of Blackpool. It will create a cleaner and healthier environment. It will allow local people to move about in the village and do their shopping with ease. Please do not dilute your plans. We need a real public transport system in Cork.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-797	Please ensure cycle lanes are connected and continuous and differentiated from pedestrian and car lanes. Provide Bike Repair points at open areas.	Noted. The BusConnects proposals are seeking to make it easier and safer for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that general road safety for all types of road users will be improved.
NTA-C14-797	Where possible plant trees - there are lots of little green spaces along streets and roads. Develop 'Parklets' i.e. mini parks with seating where ever you can.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate.
NTA-C14-810	Increasing public transport options benefits everyone in the city, regardless of whether or not they use public transport directly, by removing cars that would otherwise be contributing to traffic congestion and competing for parking space.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-812	I believe bus connect is an amazing idea, allowing any bus to avoid something cars cannot - traffic. Hopefully this will make buses more attractive than cars. Thank you for allowing citizens to give their ideas.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation

		<p>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-C14-52	The new network design should include a bus route connecting CIT to Mahon via South Douglas Road	<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-C14-812	Enforcement of bus lanes is a potential problem. I don't think garda postings are a good enforcement option, as they'd be too intrusive. However, putting cameras on buses to read license plates would allow for the identification of cars that inappropriately use the bus lane.	<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-C14-827	I sincerely hope all of the proposed BusConnects routes and cycle lanes are implemented. Anything that can be done to reduce the use of cars and offer a practical alternative for people will be adopted by the majority of people.	<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-C14-834	Limited information is provided to assess the impact of trafficmanagement proposals on accessibility to Tesco Ireland store for vehicular traffic. It is perceived that access restrictions on East Douglas Road, and prevention of traffic from using R610 Douglas Road inbound during 'peak hours only', is likely to put considerably more pressure on the surrounding traffic junctions, including the Douglas Village Shopping Centre car park and service yard entrances. Disruption to traffic flow into the shopping centre carpark will negatively impact the commercial viability of not just the Tesco store, but all of the businesses located in this complex.	<p>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</p>
NTA-C14-64	There should be more routes connecting surrounding towns rather than just the city.	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here:</p>

		https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-838	I would like to voice my overall support for the scheme. It's important we improve cycling and public transport infrastructure, and reduce our car dependency. This would improve the liveability of our City. I personally live along proposed Route F.	Engagement will be ongoing through the next design stage, including in relation to the location of the proposed bus gates.
NTA-C14-854	In general the focus still seems to be on putting in hard infrastructure and technology rather than focussing on the challenges of commuters, residents or motorists. I have not found any description of how the proposed infrastructure will resolve bottle necks or reduce travel time.	BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C14-854	The overall scheme seems to be focussed on a few key metrics (km of STC) to the exclusion of all else, including quality of life along the routes and whether the proposed swathes of concrete actually contribute in any meaningful way.	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C14-854	If we are to lose some green areas (shared and private) and mature trees for sustainable transport, that is a very delicate tradeoff - I do not see that tradeoff addressed. Residents may feel that traffic at peak times is an acceptable price to pay for having more green space and soft landscaping overall.	The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes. At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.

NTA-C14-854	Approximate number of properties that may be impacted, approximate number of on-street parking spaces that may be removed, approximate number of roadside trees that may be removed. Overall, it's not clear at all what problem this whole scheme aims to solve, or how it would solve that problem, or whether it just creates new different problems.	<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.</p> <p>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.</p> <p>A detailed parking and loading survey will be undertaken to support the next stage of design.</p>
NTA-C14-856	Bus gates – how are these going to be enforced? Painted box on road is useless... When are the bus gate times? How can an adequate judgement be made as on these when they appear to be unknown currently? This, again, shows the level of thought and preparedness gone into BusConnects – why is it that these details are not available?	The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-2	I would like to see some of the originally proposed bus lanes restored	The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-66	The buses to and from cloyne and not frequent, and on Sundays there are no buses at all to cork city center	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-856	Reducing lanes to "shoehorn" bus and cycle lanes in everywhere just seems to be an approach to "bus wash" a public transport solution. I believe more thought is needed. Effectively it appears to me that the result is more bottlenecks and increased delays for all. If more cars are forced into a reduced usable space, then surely that will lead to longer journey times and thus more emissions? This wouldn't be pro-environment surely.	Traffic data has informed the updated proposals and will continue to be reviewed at the next stage of the scheme development. A comprehensive traffic management plan will be developed to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets. The proposed traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the STC corridors, with the potential to reduce through commuter traffic.
NTA-C14-856	Is the number of trees being removed being replaced with at least an equal or greater number on the routes affected? Total loss = 714! The loss of these many trees in	The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being

	unconscionable and the fact this project is being pitched as eco-friendly just adds salt to the injury.	<p>balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STCs. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>
NTA-C14-856	Has the negative environmental impact been assessed for where when Bus Gates are in effect that increased journeys for cars etc using “diversionary” routes have to drive “around” to get to where they’d normally go in a shorter period of time?	<p>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.</p>
NTA-C14-856	How are the lost parking spaces going to be replaced? Removal of parking in heavily populated areas does not automatically equate to uptake in public transportation. The obvious consequence of this measure is an increase in hazardous/disruptive parking on side streets and inside housing estates. This can lead to the partial/total blockage of access for emergency vehicles and bin lorries to those areas, not to mention on the impact of illegal parking on footpaths – which disproportionately affects the elderly, people with mobility issues and parents with small children.	<p>The impact on public parking and loading, particularly within village centre areas, has been reviewed and the updated design proposes to minimise and/or mitigate the impact on local residents, business owners and community members. The design has sought to minimise the impact on lost parking spaces as much as possible and identified opportunities to provide replacement parking.</p> <p>Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision. A detailed parking and loading survey will be undertaken to support the next stage of design.</p>
NTA-C14-116	Buses should be fitted with cameras and fixed fines set for cars seen in the bus gates, bus stops and bus lanes.	<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>
NTA-C14-858	The amendments that have appeared in the phase two plans are welcome. I remain pro the need for a better sustainable bus service and associated mobility works.	<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-C14-858	Within several neighbourhoods with the south east area of Cork City, which I represent, many of the phase one plans created much deep anger and deep mistrust of the NTA and Bus Connects, mainly because of what I would deem a tokenistic communication campaign.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-858	I am still receiving many emails from local people whose general questions, through email to Bus Connects during this past phase two process, have been left unanswered.	The NTA notes this response. The NTA has committed to a third round of non-statutory public consultation.
NTA-C14-858	I deem it very unfair to send out animation videos into the public realm, which do not show the below and after changes belonging to the phase two proposals.	The NTA notes this response. 3D visualisations were produced and shared to aid the understanding of the consultation designs.
NTA-C14-859	I wish to express my total support for this scheme. The council have already stated that the cities roads are at capacity midweek and Cork's population is expected to grow by around 50% in the next 20-30 years. Any further compromised to the plan would be very disappointing.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-866	As a resident along the Ballincollig route on Model Farm Road, I am in favour of the project.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-866	I request that all design decisions be taken in a clear order of priorities, whereby different users' needs of the infrastructure are prioritised as follows: 1. Pedestrians 2. People on bicycles 3. Busses 4. Other motorised vehicle traffic (cars, HGVs etc)	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks. The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts,

		<p>including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p> <p>Pedestrian safety and connectivity has been a primary driver for the Preferred Route Option scheme design. General enhancements are proposed to all junctions along the route to provide a safer environment for pedestrians. These measures include:</p> <ul style="list-style-type: none"> • Provision of new and upgraded signalised pedestrian crossing facilities along the route to include tactile paving; • New mid-block pedestrian crossings in appropriate locations including at bus stop locations; • Provision of footways where none are currently present and increasing footpath widths in some locations where widths are currently substandard; and • Raised, continuous footways across side roads. <p>The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical</p>
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		segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.
NTA-C14-866	I further propose that the design team consult with experts in the field of active travel design (eg city planners in Copenhagen or Amsterdam) to acquire expertise, rather than to rely on inadequate NTA guidelines for active travel design.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C14-870	All routes Where are the set-down places for cars to drop people off/pick up? Especially around schools? Are the buses to travel only on these corridors? Why is there no orbital corridor proposed?	<p>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.</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, and to continue to engage with local schools to seek safety improvements, where necessary, for all users.</p> <p>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.</p> <p>A detailed parking and loading survey will be undertaken to support the next stage of design.</p>
NTA-C14-889	I welcome any changes to improve both public transport and non-motorised transport throughout cork city.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-134	There is a lack of a route in the lower Wilton/ Togher area and the supposed route that includes Togher is in ballyphehane and does not enter Togher	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-889	I am disappointed that the second round of consultation has stepped back its ambitions, but fully support the needed modal changes.	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors.

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NTA-C14-889	I believe this scheme is not the best iteration and you should have stuck with the first suggestion. Bowing to public pressure has led to a weakened scheme. And while I generally support public participation, in this case there is a lot of NIMBYism around this scheme.	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors.
NTA-C14-889	I would like to see all trees reinstated, with increased tree planting and establishment of green corridors where possible	<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>
NTA-C14-928	More sustainable and reliable traffic management will increase the quality of life in this city. While I drive myself for most of my journeys, I hope to change this once there are viable alternatives to private cars available. I am willing to sacrifice on street parking.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-949	I am writing to express my resolute support for the Cork BusConnects proposals, while strongly advocating for the retention of the original proposals. As a resident of the Douglas Road I firmly believe that these initiatives are crucial for the betterment of our city's transportation network and the quality of life of its residents.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-949	While acknowledging the need for continuous refinement and adaptation, it is imperative to stress the importance of retaining the original proposals put forth by the Cork BusConnects team. They represented a plan to address the challenges faced by our current transportation system and provide tangible improvements to meet the needs of our growing population. Unfortunately I believe that the changes to the STCs following the first round of consultations has resulted in a new proposal that will not deliver the	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors.

	required improvements in public and active transport, while making private car journeys quite frustrating.	
NTA-C14-949	The existing BusGate on St Patrick's Street is a failure as enforcement is not enacted and the proposals for mixed walking and cycling paths in the suburbs are sure to create further conflict between pedestrians and cyclists.	One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.
NTA-C14-137	Buses are not on time. It would be far better if these buses come in 15 mins gap at least.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-972	Overall I strongly support the BusConnects Cork scheme and any changes should go further towards increasing the quality and number of cycle and bus lanes in order to combat our local impact on climate change, encourage sustainable growth, and make the city safer, more liveable, and healthy.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-972	I wish to express my concerns and provide input regarding the proposal to cut down mature trees to make space for bus and cycle lanes while retaining unnecessary left and right turn vehicle lanes and, in places additional, parking. I strongly urge you to consider the environmental implications and explore the option of tree transplantation as an alternative to cutting down these mature trees. This approach aligns with the growing global emphasis on preserving urban green spaces and maintaining biodiversity within our cities.	The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes. At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STCs. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.
NTA-C14-972	I wish to advocate for the inclusion of small-radius turns and raised table crossings at all major-minor junctions on the scheme, and entrance kerbs at all property entrances crossing footpaths. This approach encourages slower traffic speeds, creating a safer environment for all road users.	Crossings, lighting, maintenance, traffic calming and signal timings will be considered in the next stage of design, supported by traffic modelling.

NTA-C14-972	The implementation of raised table crossings at junctions with side roads will improve the pedestrian experience in Cork. These raised tables provide a level surface for crossing, eliminating the need to step down and up, ensuring seamless accessibility for everyone. Particularly, individuals with disabilities and those pushing buggies will greatly benefit from this.	With regard to crossings, a number of new pedestrian crossings are included in the proposed STC to cater for desire lines. Additionally, existing crossing facilities have been reviewed and will be upgraded throughout the Scheme to provide safe routes for all users. Crossings, lighting, maintenance, traffic calming and signal timings will be considered in the next stage of design, supported by traffic modelling.
NTA-C14-972	I propose the installation of pre-cast entrance kerbs at property entrance points to address the impact of vehicle ramps on footpaths. By minimizing the area of footpath affected by vehicle access points, we can maintain a continuous flat surface that ensures smooth and unobstructed movement for individuals with mobility impairments. These entrance kerbs effectively balance the needs of property owners and the imperative to create an accessible urban landscape. Please see https://www.cycling-embassy.org.uk/dictionary/entrance-kerb	Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities. This will include proposals for driveways and entrances.
NTA-C14-972	At any junction with a side road where a planned cycle lane is separated from the road by some small distance by kerbing please increase the setback from the road when the cycle lane crosses the junction. When the setback is minimal, cyclists are more likely to find themselves in the blind spot created by the left-turning driver's A-pillar. This positioning increases the risk of collisions and resulting injuries. By providing a larger setback, left-turning vehicles will assume a more perpendicular alignment with the cycle lane, improving visibility for both drivers and cyclists. This adjustment allows drivers to identify and react to cyclists more effectively, minimizing the potential for accidents and promoting safer interactions at junctions.	Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.
NTA-C14-972	A proper bus lane is always preferable to a bus-gate as drivers are less likely to drive illegally in a continuous bus lane than drive through a short bus gate. Please return to full bus lanes where these have been removed in favour of bus gates in this round of consultation.	The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant. Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.
NTA-C14-972	Where bus gates are planned to be use please mandate enforcement, such as cameras and rising bollards, especially on bus gates which are only in use at certain hours of the day.	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.

NTA-C14-986	Broadly supportive of the overall scheme.	<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	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>
NTA-C14-141	I'm in favour of Cork being more focused on public transport on cycling and less car-focused as it's crucial to our community reducing our impact on the climate.	<p>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.</p>
NTA-C14-986	Construction isn't due until 2028-2030 - This is incredibly important and overdue infrastructure so I'm worried it'll be 7 years for a project that won't actually deliver substantive change. Especially if there is a 3rd round of consultation reducing the scope of the project further.	<p>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 Pleanála to approve the Proposed Scheme and to confirm the associated CPOs, expected to take place between 2024-2025. An Bord Pleanála 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</p>

		phased basis with each corridor upgrade taking up to 2 years to complete, giving the 2028-2030 dates.
NTA-C14-986	Without a step change in the enforcement of existing traffic and parking laws, the plan will be nothing more than an expensive paint on the road that is regularly ignored. Can you advise if any changes to enforcement are planned - ANPR monitoring of bus lanes, bus gates, yellow box junctions, red light cameras, additional parking wardens or a portal for the public to upload parking infringements?	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-986	Despite being generally supportive of the Bus Connects project, I am not clear about the rationale behind 'Sustainable Transport Corridors' that combine bus lanes and cycle paths along the same route.	BusConnects is a key part of the Government's policies to improve public transport and to address climate change in Ireland's major urban centres. BusConnects includes 9 initiatives including the building of new bus corridors and cycle lanes. The objectives for BusConnects includes the support for the delivery of an efficient, low carbon and climate resilient public transport service, and to enhance the potential for cycling by providing safe infrastructure for cycling. More information on the BusConnects Cork can be found at the following NTA website - https://busconnects.ie/cities/cork/ . Details of the current route proposals will be displayed and available at the forthcoming Public Consultation events being held in November 2023.
NTA-C14-986	Would it not make more sense to have increased bus frequency along the main STC arteries as planned but make more of an effort to tie new cycle infrastructure into planned greenways and quieter residential streets?	The NTA will continue to engage with Cork City Council concerning opportunities to integrate and connect new cycleway infrastructure to other areas, including greenways, and future planned schemes. Similarly, we will continue to engage Bus Eireann and to inform them of the views received from the public in relation to requested bus improvements.
NTA-C14-997	I strongly support Bus Connects Cork and wish to see it implemented in full.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-997	It is disappointing to see how the scheme has been so diluted and I question if the scheme as currently designed is ambitious enough to truly deliver the change needed to de-prioritise private cars in favour of public transport and active travel.	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors. Public transport and active travel are still prioritised throughout the BusConnect corridors.

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NTA-C14-998	I support the proposals made for bus corridors, in particular along Douglas Road. Cork needs to become a more public transport friendly city for its people and for the environment and reducing carbon emissions.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1000	As someone who will benefit from these plans for years to come, I strongly welcome any measures proposed to reduce congestion and make it safer to walk, cycle and get the bus around Cork. The vast majority of the plans are well thought out.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-1000	I would strongly implore that Bus Connects (BC) ensure that traffic cameras on busses as well as enforcement of bus lane violations are included within the plans for the corridors so that they can operate both safely and efficiently.	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-1000	Many corridor designs cycle lanes randomly end/end onto footpaths where there will be a conflict with pedestrians or those on bicycles are forced to re-enter the road with no priority.	<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>

NTA-C14-145	I think it would be a good idea to have a bus route in glanmire to facilitate the residents of a newly established housing estate. It can travel from the glyntown road stop through fernwood where the new road will be open which brings you right outside ballinglanna estate	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1000	Junction radius kept tight to slow vehicles.	All designs are produced to relevant design standards and will be assessed in greater detail in the next stages of the project.
NTA-C14-1000	Full solid segregation of cycle lanes in all locations where possible. There are a number of omissions from the revised plans that could have segregation.	<p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p> <p>Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p>
NTA-C14-1000	Priority timings at all crossings for pedestrians. Currently, there are waits of up to 4 minutes at certain junctions around the city and surrounds	With regard to crossings, a number of new pedestrian crossings are included in the proposed STC to cater for desire lines. Additionally, existing crossing facilities have been reviewed and will be upgraded throughout the Scheme to provide safe routes for all users. Crossings, lighting, maintenance, traffic calming and signal timings will be considered in the next stage of design, supported by traffic modelling.
NTA-C14-1000	I'm disappointed that there is no mention of automated bollards or ANPR enforcement for the proposed "Bus Gates"	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-174	I fully support the prioritising of active transport over cars - especially in built up areas	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.

NTA-C14-1000	The junction approaching Regina Mundi is a dangerous junction for those on bikes due to drivers undertaking other drivers turning right. Kerb segregation should be included as it will be needed.	The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.
NTA-C14-1009	I welcome the overall effort to change the transport infrastructure to provide better walking and cycling and public transport access from the suburbs to the city centre.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1009	I would also urge the NTA to consider links between routes so that it becomes a network rather than just the 'spokes of a wheel'.	The Sustainable Transport Corridors are the busiest routes into and out of the city centre. Buses will continue to travel on other routes.
NTA-C14-1009	Try to avoid locations where cyclists merge with pedestrians in so called 'shared space' surfaces. They are uncomfortable for pedestrians and slow down cyclists and nobody is quite clear as to how they are supposed to be used and who has priority resulting in conflicts. Ideally cycling infrastructure should be completely separated from pedestrians.	One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.
NTA-C14-1010	We would encourage the design team to ensure all junctions receive best practice treatment and avoid the use of shared space for pedestrians and cyclists.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1010	We request that lessons learned from safety issues with regards to traffic light signalling for cyclists in Dublin BusConnects protected junctions will inform the detailed design for Cork.	Noted.

NTA-C14-185	The proposed routes caters for the old city boundaries. There are over 1000 new homes being built in Glanmire (in the city), there is no STC to here	<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	Overall the Busconnects cycle network will be transformative for the city and Cork Cycling Campaign fully support the introduction of a connected network as it is a significant and overdue improvement on the existing fragmented cycling infrastructure in the city.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-1020	I write to support the overall objectives of BusConnects to improve walking and cycling infrastructure, make public transport more reliable, and give people more sustainable transport choices. We no longer have a choice about reducing our ever-increasing carbon footprint.	<p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User</p>

		<p>safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p>
<p>NTA-C14-1020</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.</p> <p>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. - additional pedestrian crossings provided at junctions and bus stops to better cater for desire lines. - footways provided for across the Scheme, where possible, including in areas where there is currently no footway provision, and increased footway widths where possible. <p>As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p>
<p>NTA-C14-1020</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>As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p>

NTA-C14-1023	Making public transport more accessible to more people, delivering safe cycling facilities, and achieving the objectives for Cork to become one of Europe's first climate neutral cities by 2030 can only be beneficial to the older population. The provision of new bus shelters and real-time information is to be welcomed.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-1023	The topography of the area is such that either travelling to or from bus stops on foot will require an uphill climb. The Age Friendly Representatives consider that this will be a barrier to accessing the public network.	A review of bus stop locations has been carried out as part of the design development for the scheme. This exercise was carried out to optimise the performance of the bus services on the STC by reducing the journey time of the bus service, increasing the walking catchment of the bus stops and ensuring that key trip attractors located along the route are sufficiently covered within the catchment of the bus routes. This review was undertaken on the basis of a number of best practice guiding principles including consistent spacing of bus stops, locating stops in close proximity to junctions and pedestrian crossings, and spatial requirements for bus shelters and other stop infrastructure.
NTA-C14-1023	Cashless Payment System: we consider that there will be a grace period to allow the cashless element to embed into society. Although many older people have free travel there are many more people who do not, and this will be a barrier to accessing public transport.	Cashless payments are part of the wider BusConnects programme of improvements. This consultation is focused on the infrastructure associated with the sustainable transport corridors.
NTA-C14-253	I see a distinct lack of connectivity to smaller town east of Cork	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1023	There is concern amongst older people about the loss of mature trees and the impact on the local area and the environment as a result of the loss of trees.	<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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NTA-C14-1023	The representatives received feedback in relation to concerns about having to change buses in order to cross the city and the additional challenges that this will present to older people. Additional bus shelters would be welcomed in this instance.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1024	I am broadly in favour of the BusConnects proposal, and appreciate that as a car user I will need to be inconvenienced in order to improve public transport facilities within the city.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-1024	I am concerned that the reliance on bus gates in the revised proposals will weaken the overall provision of public transport facilities, and ask that these be effectively enforced – rather than relying on individual drivers to respect the new system. Perhaps consideration can be given to rising bollards where appropriate.	The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant. Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.
NTA-C14-1024	Where possible, please include SuDS measures and Nature Based Solutions in the drainage and public realm designs – this is a great opportunity to improve streetscapes across the city.	The introduction of drainage measures (including SuDS) will be considered at future design stages.
NTA-C14-1024	I would hope that in time the BusConnects proposals can be extended to other areas of the city, including Blarney, Tower and Kerry Pike.	The Sustainable Transport Corridors are the busiest routes into and out of the city centre. Buses will continue to travel on other routes.
NTA-C14-1028	Sundays Well/Shanakiel Road has significant volumes of car and truck traffic and is in urgent need of some measures to make it safer and more pleasant for all road users. This might include speed limit reduction or traffic calming.	Following the first round of non-statutory public consultation (June 2022), Sunday's Well to Hollyhill STC was removed and not progressed as an individual STC. Sections of the corridor have been incorporated into adjacent STCs.
NTA-C14-253	Ban cars from the city centre	The BusConnects proposals are seek to make it easier for people in the area to choose walking, cycling and use public transport daily. By

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		<p>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>
NTA-C14-1038	<p>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>	<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 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.</p> <p>More information on the BusConnects Cork can be found at the following NTA website - https://busconnects.ie/cities/cork/.</p>
NTA-C14-1038	<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>
NTA-C14-1048	<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>
NTA-C14-1049	<p>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.</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-C14-1049	The amount of hand ringing by residents about losing on street parking on public roads is purely selfish with the streets simply not being wide enough to accommodate both on-street parking and large amounts of traffic. Including alternatives for on street parking should be proposed but private interests should not trump the public good.	It is noted that as a principle, where driveways currently exist, every effort will be made to ensure that the ability to access and park in these driveways will be retained with the implementation of this corridor. A review of on street parking on public roads has been undertaken throughout the stages of the design, and where possible, parking spaces have been retained. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region, which remains priority.
NTA-C14-1049	If we are to move away from the car dominant society that has a strangle hold on Cork, we must encourage the public to use the buses. The only way to do this is if the buses are punctual and reliable.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-1053	Cork Cycling Campaign welcomes provision of much improved cycle infrastructure in the Bishopstown area, and in particular the provision segregated protect cycle lanes for the majority of the route. This will provide a much safer and viable alternative to the car for short journeys, and reduce the over-reliance on private vehicles.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-5	The proposal of bus number 52 (Whitechurch route) every 2 hours is not fit for purpose. Having the service run every 30 mins, this will encourage people to use public transport.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-254	I am writing to express my strong support for the proposals	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1055	Given the nature of An Post's role, providing an essential public service delivering mail and parcels, they require the use of a significant number of small and large vehicles on a daily basis. Unrestricted vehicular access, is, therefore, of critical importance to the operation of the service they provide and any limitations in this regard can have serious knock-on impacts on the ability of An Post to meet the postal needs of the public and service their legal agreements with the State. Given that Cork City is a key operational hub for An Post, the construction of the Sustainable Transport Corridors across the City have the potential to impact An Post's services at a national and international level.	This comment is noted. The NTA will engage with An Post and other services to ensure their concerns are noted.
NTA-C14-1055	It is requested that the NTA carefully considers the operational requirements of An Post at all stages of the planning and development process and engages directly to ensure minimal disruption of postal operations during the construction and implementation	This comment is noted. Engagement will be ongoing throughout the next design stage to ensure that the final proposal works best for all.

	stages of the works. An Post has a number of postal facilities located adjacent to STC D, STC H and STC E. Additionally, there are numerous retail offices, post-boxes and collection points along each proposed corridor. Such proximity to these Sustainable Transport Corridors causes concern for the potential large and continued disruption to An Post's operational requirements.	
NTA-C14-1058	It is critical that design and operational interactions between the N/M20 Cork to Limerick Project and BusConnects Cork are aligned to deliver the planned inter-urban transport network in the south of the study area.	Future committed transport schemes will continue to be considered within the design proposals and supporting traffic modelling. The NTA will continue to work closely with Cork City Council and other relevant stakeholders.
NTA-C14-1059	Cork needs a transformation of its transport system, including a massive expansion of public transport and cycle lanes and a reduction in reliance on cars. First and foremost, this is necessary because of the climate emergency which threatens our future. It is also an important part of improving the quality of life of ordinary people in this city, including the well-documented problems with air quality in Cork and the current lack of frequent and reliable public transport links for most residents.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1059	Achieving high quality public transport for all means keeping it out of the hands of private profiteers. Private companies will be focused on a small number of the most profitable routes and not on ensuring all communities have access to public transport. Free public transport is a key way to end car reliance and it is not compatible with the sector being run for profit.	This statement outlines proposals for encouraging more public transport use by reducing fares. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.
NTA-C14-255	Keep fighting the good fight, take away parking, roll on cycle lanes.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-1059	We are fundamentally concerned that the Bus Connects project opens the door to privatisation by creating new, lucrative routes which will be put out to tender under EU rules with some routes likely being put in the hands of private companies. The expansion of existing routes may be a way to avoid these rules but in any case we oppose any plan which involves privatisation of bus routes.	NTA Noted
NTA-C14-1059	We urge real engagement with all communities about the impacts of Bus Connects in their area.	The NTA notes this response. This non-statutory public consultation was performed by the NTA to allow early engagement on the project to enable members of the public to become involved in the project as it progresses. The designs that were presented were concept designs produced at a level of detail suitable for commencing engagement. As part of this non-statutory public consultation 10 submissions were received. In addition, there have been Community

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		Forums, and a public information event. Furthermore, one to one meetings were offered to all potentially impacted property owners, and the NTA engaged with community and business groups city-wide. In addition, a media campaign has been ongoing to provide the public with information on the proposals, encouraging them to become involved if they wish.
NTA-C14-1059	The negative effects of road widening, such as loss of gardens, trees, residential parking could be avoided through the use of one way systems. These are not featured sufficiently in the current plan.	The proposed bus gates and restrictions on traffic movements aim to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. Consideration has been given to the need to maintain bus priority in both directions.
NTA-C14-1059	One way system could be considered in Blarney Street, which suffers from serious traffic congestion and in Sunday's Well. This could allow for public transport provision on a street with a large elderly and young population which is currently unserved.	Following the first round of non-statutory public consultation (June 2022), Sunday's Well to Hollyhill STC was removed and not progressed as an individual STC. Sections of the corridor have been incorporated into adjacent STCs.
NTA-C14-1059	A traffic survey should be conducted as part of the Bus Connects project.	Traffic surveys have been undertaken to inform the development of the design. These surveys are utilised in a local traffic modelling exercise which will be carried out during the next design stage.
NTA-C14-1059	The current plans for Blackpool do not work from the point of view of either traffic management or the environment. The NTA should go back to the drawing board.	Existing traffic data has been reviewed along the corridors to ensure the route takes into consideration existing traffic movements. A comprehensive traffic management plan will be developed to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets. The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.
NTA-C14-255	Build carparks for residents who lose parking	It is noted that as a principle, where driveways currently exist, every effort will be made to ensure that the ability to access and park in these driveways will be retained with the implementation of this corridor. A detailed parking and loading survey will be undertaken to support the next stage of design.
NTA-C14-1059	Objection to the loss of trees on Knocknaheeny/Harbour View Road	The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being

		<p>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>NTA-C14-1063</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. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary</p>

		<p>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-C14-1065</p>	<p>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>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p> <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option</p>

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		<p>development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p> <p>Pedestrian safety and connectivity has been a primary driver for the Preferred Route Option scheme design. General enhancements are proposed to all junctions along the route to provide a safer environment for pedestrians. These measures include:</p> <ul style="list-style-type: none"> • Provision of new and upgraded signalised pedestrian crossing facilities along the route to include tactile paving; • New mid-block pedestrian crossings in appropriate locations including at bus stop locations; • Provision of footways where none are currently present and increasing footpath widths in some locations where widths are currently substandard; and • Raised, continuous footways across side roads. <p>The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.</p>
NTA-C14-256	I think it looks good	<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-C14-1066	I fully support this scheme. Ireland and in particular Cork City has fostered a massive overreliance on cars for decades at the expense of every other method of transportation.	<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-C14-1089	As a regular bus user I support the bus connects plan. More bus lanes are the key to an efficient service, which myself and many others are crying out for. the overall reduction of bus lanes in favour of bus gates worries me. These bus gates	<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</p>

	<p>would need to be properly enforced, and I worry that they would be abused by car users instead.</p>	<p>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>
<p>NTA-C14-1089</p>	<p>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>	<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>
<p>NTA-C14-1091</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, discontiguity, 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</p>

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

		<p>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>
<p>NTA-C14-1119</p>	<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>
<p>NTA-C14-1119</p>	<p>The Plan proposes the removal of sections of gardens, the felling of mature trees and, less obviously, the disintegration of hedgerows, all of which will have an enormous impact on both CO2 emissions and biodiversity and thus, limits the Plan efforts be considered sustainable or respecting our current and future environment. Mature trees are not replaceable; they add character, enjoyment, shade, shelter and health benefits for all flora and fauna.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>

NTA-C14-1119	<p>As noted above re bus lanes, cycle lanes must be kept clear, and regulations enforced re illegal parking as well as mandating that deliveries are only undertaken outside peak traffic hours -Just like vehicle users, cyclists must obey the rules of the road and these need to be more enforced - which includes not cycling on foot paths, pedestrian crossing, going through red lights, cycling the wrong way up a one-way street, wearing headphones, etc. -It is noted that all proposed cycle lanes in the Plan will be segregated from vehicular traffic but are they segregated from pedestrians, i.e. clear demarcations between cycle and foot paths? -There is not a legal obligation to wear a helmet or hi-vis clothing while cycling in Ireland. The Road Safety Authority of Ireland recommends cyclists wear both for safety and this should be enacted as law -The Plan notes that where is not possible to have segregated cycle lanes, there will be an option of turning into quiet roads for safer cycling. This is currently being proposed for the Rochestown to Douglas cycle path where on the final section into Douglas, cyclists would be directed up into Maryborough Estate and Lime Trees Road. It is highly unlikely that cyclists would take this diversion</p>	<p>The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway.</p> <p>Regarding to the enforcement and legislation of the proposed STC, further supporting enforcement and traffic calming measures will be introduced to ensure compliance with the measures proposed later in the proposals, through discussions between the NTA and CCC.</p>
NTA-C14-1119	<p>At present there is only one Park & Ride facility in Cork. The Cork Metropolitan Area Transport Strategy) includes plans for Park & Ride which should be fast tracked to install Park & Ride facilities at all strategic entrance points to the City. This would actually help get people out of their cars – assuming the facilities had sufficient capacity and the shuttle service into the City ran frequently.</p>	<p>Park and ride facilities are being explored as part of the overall BusConnects programme but forms a separate project to the Sustainable Transport Corridors.</p> <p>A Park & Ride Strategy for Cork City is being developed to outline and deliver suitable bus and rail based Park & Ride facilities within and outside the city area to facilitate public transport intervention. The National Transport Authority is also conducting evaluation to determine the suitable sites for these facilities in collaboration with local authorities.</p> <p>Details on this project can be seen here https://busconnects.ie/cities/cork/cork-new-park-ride-sites/</p>
NTA-C14-1123	<p>(CMATS) includes plans for Park & Ride which should be fast tracked to install Park & Ride facilities at</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1132	<p>all strategic entrance points to the City. This would actually help get people out of their cars – assuming</p>	<p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>
NTA-C14-1134	<p>We wish to make sure that you implement sturdy roofs on new bus shelters. These roofs not only feed our pollinators but also clean the air of carbonmonoxyde, cool down the</p>	<p>NTA Note your comments but will review this in line with the BusConnects Aims to overhaul the current bus system in the Cork region by providing new bus stops and shelters with better signage and bus information.</p>

	surrounding temperature, and are self-maintaining - all positive aspects for our generation.	
NTA-C14-1135	<p>this is critical infrastructure that needs to be implemented to ensure that Cork can be a liveable city that people enjoy living in, working in and visiting.</p> <p>We have those issues today in 2023 and with the city expected to double in the next 30 years, we desperately need this infrastructure today so we can avoid some of the issues troubling Dublin</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1153	<p>As part of my submission to stage one, I pointed out that the "comprehensive tree planting programme" and the NTA promise that "every tree removed will be replanted as part of the project" were not being delivered upon. While there are some improvements with these new proposals, there is a need to do a lot more to protect urban trees as part of the overall Bus Connects project</p> <p>We need a comprehensive urban greening plan as part of these proposals. In conclusion, I again welcome the spirit of the Bus Connects plan overall and the STC proposals. However, there is a need to further improve on the meagre tree planting scheme proposed. A truly comprehensive, well-informed tree planting programme that goes above and beyond what is already there is necessary and desirable to ensure that the provision of infrastructure for sustainable transport does not cause the unsustainable removal of urban trees and the overall degradation of the urban realm</p>	<p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>
NTA-C14-1162	<p>I live in Turners cross and it's bus route was usually covered by the 203 and 206, I've reviewed these new routes and I can't find any route that covers these bus routes along Evergreen road, can you confirm that the residents will still be covered with a bus route.</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>
NTA-C14-257	<p>There has been new entrances provided to tramore park including the bridge over the link which are all good. However, it seems to me that only middle class neighborhoods get access despite easy opportunity to link to the park and this connect already existing cycle and walking path that comes from togher and comes out near kinsale roundabout. There is a tunnel under the road which could connect to the park this way.</p>	<p>The focus of the proposals is the BusConnects Sustainable Transport Corridor. Additional links and access points to the park have not been considered as part of this study.</p>
NTA-C14-1167	<p>Bus Connects will be a vital part of Cork's transit infrastructure in the future. Traffic brought on by private car usage will only get worse without Bus Connects and Cork will be choked in the future unless a significant investment is made into public transport.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation</p>

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		process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1176	UCC is very supportive of the BusConnects plans to significantly upgrade the city's PT and sustainable transport system. Having a roadside infrastructure that prioritises sustainable travel and makes bus operations fast and reliable is essential for the success of a sustainable mobility transformation.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-1180	Cyclists are particularly vulnerable when ascending a steep hill. Cycling from the bottom of Summerhill/Wellington Road to Dillon's Cross in rush-hour, for example, a cyclist will be overtaken dozens of times, often without the legal requirement of 1m space being observed. 'Sharing' the space on roads like these is a very intimidating experience, and the reason why cyclists make up such a tiny minority in these areas. If Bus Connects is serious about encouraging cycling culture, it needs to provide safe infrastructure not fictitious 'quiet streets'.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1235	Public transport is a priority to meet our climate targets and also to avoid potential fines from the EU. I wholeheartedly support the proposed bus connects plan as a man planning to live in cork city for the rest of my life	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1239	I am a resident in Blackrock and I strongly support the Bus Connects plan. In all honesty, I would support it going even further than it is proposed to. Too many concessions have already been made, in my view. Personally, I would like to see more cycle lanes and better bus routes across the city overall in order to better connect Cork. Cars choke cities, and a better, more reliable, and sustainable public transport system is desperately needed for the country to meet its climate goals. I urge you to implement this plan, enforce it, and build upon it once it is in place.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1247	Very supportive of overall thrust of BusConnects.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.

NTA-C14-1256	<p>BusConnects is an incredibly important project for the future of Cork, and will be able to tackle emissions, improve citywide mobility, and create a better city for current residents and future generations.</p> <p>Cork has some of the worst traffic in Europe when compared to cities of a similar size – the status quo is clearly not working. It's time to implement a properly functioning public transport network in Cork, of which BusConnects and improvements to BusConnects will play a highly significant part.</p>	<p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>
NTA-C14-260	<p>I am very much in favour of more dedicated bus and cycling infrastructure</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1256	<p>The first point which we would like to raise is in relation to the shift towards usage of timed bus gates instead of full time, fully separated bus lanes</p> <p>In other areas of the plan, bus lanes on one or both sides of the road have been removed. In Cork's primary timed bus lane, we have seen virtually no enforcement of the Patricks Street bus lane, with no Garda presence, and no implementation of physical infrastructure such as rising bollards.</p>	<p>The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant.</p> <p>Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.</p>
NTA-C14-1265	<p>I believe sustainable and efficient transport is an important step towards the future of this city, especially within the context of the growth that is forecast in the next 20 years.</p> <p>This scheme has been clearly well thought out, and considered many aspects during the process, and it has my full support.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
NTA-C14-1266	<p>BusConnects Cork is a critical component of the Cork Metropolitan Area Transport Strategy (CMATS), a project which seeks to vastly scale up the public transport network in the Cork Metropolitan Area in line with the goals established by the National Planning Framework 2040 (NPF).</p> <p>Firstly, the review of the STC has outlined where the new 'bus gates' are to be located along each of the STCs - sections of the road where car traffic is prohibited during certain hours. I am sceptical that these bus gates will always be respected by motorists if no physical gate or barrier is there to actually enforce it, as is currently envisaged.</p>	<p>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>

	In conclusion, the successful implementation of BusConnects Cork is absolutely essential for Cork to be able to fulfil its potential of growing by between 50% and 60% within the next two decades.	
NTA-C14-1266	Firstly, the review of the STC has outlined where the new 'bus gates' are to be located along each of the STCs - sections of the road where car traffic is prohibited during certain hours. I am sceptical that these bus gates will always be respected by motorists if no physical gate or barrier is there to actually enforce it, as is currently envisaged.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1267	I support the aims of the bus connects plans. It is vital for Cork that we get out of our cars and into public transport that will get people to their destination faster, with a greatly reduced impact on the environment, and with the added benefit of lower stress levels.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1269	I broadly welcome the overall plan and fully support the need to improve Cork's public and active transport infrastructure.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1271	I am trying to contact member/s of Bus Connects to enquire whats happening re Service Upgrade to/from Sallybrook/Sarsfields Court that is the 30 minute daily service as promised by Bus Connects? Note Kearney's Cross at Outer Sallybrook is still without the physical Bus Stop Pole Northbound, although was already passed by NTA.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1272	<p>The original plan was made by experts with the aim of providing a better transport system for Cork and produce a modal shift away from cars.</p> <p>It is essential that car use declines for us to meet our climate commitments. The original plan will increase quality of life and health for Cork residents. Unsubstantiated claims of negative outcomes should be ignored.</p> <p>Cork is a rapidly growing city and this project is necessary for this growth to occur responsibly.</p> <p>Bus gates are a compromise with the unreasonable and should be reversed to the original plan.</p> <p>Without this transport plan Cork will decline economically and become a far worse place to live.</p>	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.

	Cycling increases when routes are safer. Buses become more popular when they are reliable. This plan is vital to a better future for Cork.	
NTA-C14-1273	<p>Tramore Valley Park</p> <p>Why are there 4 current and planned access points to Tramore Valley Park to Douglas, Turners Cross and Grange, but none westwards to Togher/Ballyphehane? 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. There is a tunnel under the road which could connect to the park this way.</p> <p>This would link Douglas, Ballyphehane and Togher in a continuous safe path off the road. As a resident I would love to see this development so I could access the park without driving.</p> <p>Also please connect the planned Bandon railway planned improvements to Tramore Valley Park</p>	The focus of the proposals is the BusConnects Sustainable Transport Corridor. Additional links and access points to the park have not been considered as part of this study.
NTA-C14-1274	<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 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>	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-261	<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>	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.

<p>NTA-C14-1277</p>	<p>The Douglas road is an historic road and is part of the built heritage and cultural heritage of the Cork City which contains recognised protected structures and is an ACA area in the City Development Plan. The road has a mature biodiverse local environment and the boundary walls are recognized as unique habitat.</p> <p>The residents contend that the NTA have dismissed the heritage concerns raised- the area is a protected ACA area, with several listed protected structures and boundaries, 183 mature trees including several over 200 years old and stone walls of a similar vintage. This is not a minor point and should be addressed in a fulsome way by the NTA.</p> <p>The local community in Beaumont had been hoping to turn an 18th-century walled garden into use as a community garden, however the NTA have proposed to turn this into a car park to replace the loss of on-street parking. The local community had been hoping to use it for biodiversity and gardening purposes. In fact, members of Beaumont Residents' Association believed they were nearing the end of negotiations with Cork City Council to restore its horticultural use as a community garden. I would urge the NTA to open dialogue directly with those involved in the garden. Naturally, it is important that we do all that we can to encourage biodiversity and use of green spaces and the balance needs to be right here.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate.</p> <p>The proposals for Douglas Road have been amended to avoid the need for road widening and therefore avoid impacting on adjacent trees and boundary walls.</p> <p>The comment regarding is noted. The NTA recognise the impacts made to the communities and have taken on board the submissions made from the consultation process. The impact on parking has been reviewed and the design proposed to minimise and/or mitigate the impact on local residents, business owners and community members.</p>
<p>NTA-C14-1278</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.</p> <p>We strongly support the overall concept of the Sustainable Transport Corridors</p>	<p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>
<p>NTA-C14-1293</p>	<p>I'm a resident in Blackrock, and I would like to express my wholehearted support for BusConnects Cork. I hope it will proceed quickly, and I look forward to improved quality of life outcomes for people in Cork.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are</p>

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		well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-1294	I want to express my enthusiastic support for the BusConnects Cork initiative. As a resident of Cork who strongly advocates for the development of excellent bicycle infrastructure, I commend the National Transport Authority (NTA) and the City Council for their commitment to improving sustainable transport options in our city.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1300	I support the proposals.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-1300	provide at least some benefit to public transport users, pedestrians and cyclists alike. Is like to see better integration with Kent station. Regarding where the cycle routes differ from the bus corridors, there needs to be a bit more common sense. For example, cyclists will not take the diversion up York Hill (route B) to get to Middle Glanmire Road because it's steep and a longer journey. So the NTA needs to consider the actual cyclist behaviour and whether certain routes will be attractive at all. Following from this, to not provide any facilities on Summerhill North is to leave an obvious gap in the real route cyclists will take.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1315	The routes don't link up and every journey from suburb to suburb will require two legs, into town and back out on a different bus to your destination. Removing excellent services such as the 216 which goes all the way from Passage to Wilton is a, crazy decision, considering it always has a lot of passengers.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-262	I am proposing that the 233 cork to macroom via coachford /macroom to cork via maxroom service is increased in regularity and reliability.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1318	Each plan here would greatly improve the health and wellbeing of everyone in the city. We are poised to be near a "bus gate" and recommend that the use of bollards are explored during these peak times. If not possible then cameras will be needed or drivers will not heed the "bus gate". Despite being directly impacted we will have the alternative of relocated parking and then the provision of a two-way cycle track right outside our door as well as a bus stop and bus lane 10m away.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the 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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	This will make getting to work, the shops and more much easier. Where possible please ensure that cycle lanes do not randomly end to dangerously mix with pedestrians and instead proper junction treatment is applied.	
NTA-C14-1320	<p>I fully support all improvements suggested to the bus and bicycle networks. We can no longer put all our eggs into one basket when it comes to what kinds of travel modes we provide the infrastructure for. There needs to be viable alternatives to driving everywhere within the city boundaries.</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>	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1325	<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.</p> <p>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>	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1328	<p>Very busy suburbs need frequent regular small buses as evidenced in older cities all over the world. Preserve and protect our city</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.
NTA-C14-1329	<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>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,</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.

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	<p>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>	
NTA-C14-1353	<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>
NTA-C14-1368	<p>Cork Cycling Campaign welcomes the provision of dedicated segregated cycle lanes as part of the H STC. This will provide a vital active travel to many major trip generators including business parks , industrial and commercial zones , sports arenas and clubs and surrounding residential areas. It will form properly segregated and protected cycle network which will provide a safe and viable alternative to the car for short journeys, reduce the over-reliance on private vehicles in Cork, and help Cork meet our climate action and cycle mode share targets.</p> <p>Overall the Cork Cycling Campaign commends and supports the H STC route for cycling as it provides a high quality and safer environment for cycling. We would like to make the following observations and suggest improvements on certain design aspects and route choices, that we believe would make for a more coherent, better quality and more attractive route for cyclists.</p>	<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-C14-1381	<p>I am happy bike lanes are being mostly kept in place, I still think cycle lanes should be brought through the mangala & green space should not be taken by car parks. I get it's difficult when local media & the council are somewhat against you but regressing to nimbyism will only make this city worst.</p> <p>Regarding the bus gates I'm not actually completely against them considering our narrow streets but I want to flag this very important point bus CCTV can only read the number plate of one car around the bus due to camera quality limitations, if you want bus connects to work you need the bus gates entrance & exits to have cameras that will automatically fine if a car enters the place at the wrong time with plenty of signage.</p>	<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-C14-1384	<p>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</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</p>

	Cork and the NTA. Increasing sustainable transport measures and usage cannot happen without full priority given to buses. I fully support this scheme in its entirety.	process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-268	This is not a very user friendly system	The NTA notes this response.
NTA-C14-1437	It is vital that all cycle lanes are protected by bollards.	<p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p> <p>Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p>
NTA-C14-1452	Extensive suggestions to cycling infrastructure provided in the hard copy PDF	<p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p> <p>Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p>

<p>NTA-C14-1453</p>	<p>Concern about the removal of parking spots enabling the family to visit. Unclear area</p>	<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>
<p>NTA-C14-1454</p>	<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. Actions speak louder than words so please LISTEN to those actions and help save our planet by SAVING OUR TREES. You will also be leaving a healthier planet for our children. If you continue to cut down mature trees (which capture more carbon and purify the air we breathe) then you risk not leaving any planet.</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>
<p>NTA-C14-1455</p>	<p>Hello a word an worries an bus connects. we are worried about the impact the road wiinding 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</p>

		<p>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>
<p>NTA-C14-1456</p>	<p>I have some concerns about the ability of disabled driver accessability 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. It seems to me that that the most common sense approach to enable accessibility for disabled drivers is to exempt them from the proposed car ban if they have a valid disabled drivers pass? There is a limited number of passes in circulation so it will not 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>
<p>NTA-C14-1458</p>	<p>I as a frequent user of the airport believe a connection into the bus connects routes to the airport via city centre starting at train station should be a centre point of this new plan .</p> <p>Yes the plan has many improvements but I lived in Basel Switzerland for many years , and bus from airport to central train station every 10 minutes from 0515 to 2350 was a central point of cities infrastructure.</p> <p>Plus please have a stand along Cork Bus Company Manage the City routes , current operating company is at best extremely poor organisation.</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>

NTA-C14-1459	<p style="text-align: center;">onsultation</p> <p>1. Map is poor with little clarity as to what streets are the intended routes as shown on leaflets</p> <p style="text-align: center;">2 No attempt at connection between cycle routes.</p> <p>There is a considerable amount being spent on the greenway from Dunkettle round about to Cobh Cross</p> <p style="text-align: center;">No connection from the city to this ie by dual use of foot path at Rochestown Between greenway at Mahon and Passage</p> <p>3. An attempt should be made for linkages in all directions including Ballincolligh to City etc</p> <p>4. It would appear that the existing cycle ways in many cases have been designed in an office and not by someone who cycles</p> <p>The detail is quite poor such as the bollard at the start of the cycle way at Sullivans Quay which is inside of the line marking</p> <p>In many cases no attempt has been made to allow for the camber of the road with bollards leaning inwards thus narrowing the width of the cycle way</p> <p>The gated access to cycleways is so close that one has to stop to gain access</p> <p>Finally there should be a separate plan for cycleways clear indicating existing and proposed direction</p>	<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>
NTA-C14-1460	<p>have reviewed your plans and I wish to give my support to the proposed STCs. I think it would be fantastic!</p>	<p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>
NTA-C14-12	<p>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</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-C14-278	<p>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</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-C14-1461</p>	<p>Given the current BusConnects Cork online documentation available, TII advises it is unable to ascertain if appropriate assessments have been undertaken to ensure that capacity and safety issues associated with policy, standards and guidance associated with national roads have been undertaken in the development of the BusConnects Cork Sustainable Transport Corridors , Preferred Route Option Public Consultation.</p> <p>To illustrate with a number of examples, TII has concerns that issues related to national roads with respect to proposals related to proposed Paulovone Roundabout (N22) upgrade to a signalised junction, the proposed new link road from Model Farm Road to N22 Carrighrohane Road where a speed limit of 80Kph applies, the impact on capacity of N27/N40 Kinsale Road Roundabout capacity, the N27 roundabout arms to Kinsale Road and proposals to N40 at Douglas . Broadly, there are a number of matters with respect to interaction with national roads network which need to be clarified.</p>	<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.</p>
<p>NTA-C14-1462</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, 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</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-C14-306	Please rename the routes to say City Centre rather than City, like is done in Dublin	Suggestion has been noted by the NTA.
NTA-C14-315	No plan for enforcement of bus gate, or parking restrictions	The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-315	Design does not follow international best practice or DMURS	The design follows the Design Manual for Urban Roads and Streets (DMURS) and other relevant standards, which will be reviewed further at the next stage. The National Sustainable Mobility Policy, in line with the DMURS, are based on a hierarchy of road users. This is set out throughout BusConnects, with localised narrowing kept to minimum widths where necessary. Details at bus stops are in line with relevant standards and areas in which the full BusConnects cross section is not possible, designs have been carefully thought out.
NTA-C14-315	The Dublin-style junction which exposes cyclists to danger from left turning traffic is used throughout, instead of the well established Dutch junction.	Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.
NTA-C14-316	The city centre urgently needs more bus lanes.	The aim of BusConnects Cork is to deliver an enhanced bus system that is better for the city, its people and the environment. BusConnects Cork is designed to provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.
NTA-C14-316	Bike lanes should follow routes already taken by cyclists or they won't be used.	One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Where insufficient widths make it impractical to provide segregated cycle tracks provision of additional complimentary cycle facilities on alternative quiet routes will be considered.
NTA-C14-316	Overpasses and underpasses for pedestrians would be an effective way to improve walking routes and would speed up traffic light times.	The aim of the Proposed Scheme is to provide enhanced walking, cycling and bus infrastructure along the sustainable transport corridors. This has included the provision of additional pedestrian crossings provided at junctions and bus stops to better cater for desire lines.

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NTA-C14-331	I totally support this scheme due to the environmental impacts and giving public transport better support	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-338	Dedicated bus lanes will ease traffic congestion, enhance public transportation, encourage sustainable mobility, enhance safety	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-14	I would encourage the NTA to bring back the elements they removed from the original plan or there will be no modal shift to public transport. Bus lanes need to be in place rather than unenforced bus gates. Bus lanes should be returned to Ballincollig to Cork city bus route	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-349	If we really want people to switch to public transport in the city then there needs to be park and ride facilities at the outer end of each bus corridor so that people living in outlying / rural areas can drive to the nearest corridor, park and hop on a bus	<p>Park and ride facilities are being explored as part of the overall BusConnects programme but forms a separate project to the Sustainable Transport Corridors.</p> <p>A Park & Ride Strategy for Cork City is being developed to outline and deliver suitable bus and rail based Park & Ride facilities within and outside the city area to facilitate public transport intervention. The National Transport Authority is also conducting evaluation to determine the suitable sites for these facilities in collaboration with local authorities.</p> <p>Details on this project can be seen here https://busconnects.ie/cities/cork/cork-new-park-ride-sites/</p>
NTA-C14-353	I support the progress of public transportation. This improvement is needed on transportation.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-363	the decision to rely on bus gates instead of dedicated bus lanes on many routes is baffling and bordering on laughable	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.

NTA-C14-363	Bike lanes need to be fit for purpose and designed to international standards	Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.
NTA-C14-363	If the choice is tree removal or parking, the parking should always be the first to go	<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	All routes required to improve access within the city and reduce traffic.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-370	I 100% approve of these suggestions they are a great first step.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-373	We don't need bus gate ways, we need bus lanes, routes that cover larger areas.	The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only during peak traffic periods when congestion is most significant.
NTA-C14-373	Proposing to turn existing and proposed community gardens and green spaces into car parks because some on street parking is being lost is totally unnecessary.	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. As the design progresses, the design team will review opportunities to provide additional landscaping / vegetation to replace lost habitats and increase biodiversity. The impact on parking has been reviewed and the design proposed to minimise and/or mitigate the impact on local residents, business owners and

		community members. Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision. A detailed parking and loading survey will be undertaken to support the next stage of design.
NTA-C14-19	Cycling infrastructure should be consistent throughout the scheme. An example would be where a bus lane is found not feasible given local constraints the cycleway should be kept so that the local area would still benefit from the scheme	One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.
NTA-C14-391	Without improving bus corridors and cycling infrastructure, our city and neighbourhoods will remain burdened with traffic, noise and pollution. A car-centric city is not a person-centric city.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-408	The residents of evergreen road are elderly and families- we need accessibility to safe parking, for ourselves and for carers.	<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	Our neighbouring streets are un-safely narrow and filled already with illegal parking.	Noted
NTA-C14-414	I support these plan. I really believe this will make the city better long term.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.

NTA-C14-419	I highly welcome the BusConnects plan because, although not perfect, it aims to resolve the issues that affect our public transport reliability and reduce the number of cars on our streets.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-420	Feedback travelling from Douglas to Ringaskiddy: Routes 223X and 223 need more frequency.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-423	I wish to voice my support for Bus Connects and stress that those in favour of the proposed changes are not as vocal as those who stand to be inconvenienced by them.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-428	These new watered-down proposals will do little to persuade people out of their private vehicles and onto a bus or cycle lane.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-19	There is a lack of orbital routes which affect people's likelihood of using sustainable transport as opposed to private vehicles	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-428	The decision to rely on bus gates instead of dedicated bus lanes on many routes is a terrible mistake. The error is compounded by allow these gates to operational only at peak times. There will be no compliance with these gates unless technology like traffic 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	Provisions for cars and car parking should be at the very end on the list of priorities. I refer to section 2.2 (User Priorities) of the current Design Manual for Urban Roads and	Along each route, improvements and enhancements will be made to footpaths, pedestrian crossings and cycling facilities as well as bus

	Streets. On review of the layouts, it appears that this best practice is not being followed in numerous instances. An example is car parking located inside a cycle lane as per below image. Please review the layouts against best practice with the aim of removing conflict between vulnerable road users and vehicles.	priority. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.
NTA-C14-430	I am disappointed at the dilution of the original plans overall. If anything, the Cork Bus Connect scheme should be more ambitious in its aims in order to implement the drastic improvements in the sustainable transport infrastructure that the city needs. In all areas, increasing the number of cycle and bus lanes, bus priority routes etc should be of higher priority than car parking spaces and individual car users. There should be more 24-hour bus routes. The frequency of all bus routes should be increased.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-430	Bus live tracking should be enabled so that people can see when buses are delayed and are not left waiting at bus stops for a bus that never comes.	One of the initiatives of BusConnects is new bus stops and shelters, which are to be enhanced with better route and fare information and timetable information specific to each stop. Installation of more Real Time Passenger Information (RTPI) signs along the new bus corridors and elsewhere across the region will provide accurate next-bus arrival information.
NTA-C14-430	More park-and-ride facilities at the end of each bus corridor to reduce the number of cars coming from outside the city each day.	Park and ride facilities are being explored as part of the overall BusConnects programme but forms a separate project to the Sustainable Transport Corridors. A Park & Ride Strategy for Cork City is being developed to outline and deliver suitable bus and rail based Park & Ride facilities within and outside the city area to facilitate public transport intervention. The National Transport Authority is also conducting evaluation to determine the suitable sites for these facilities in collaboration with local authorities. Details on this project can be seen here https://busconnects.ie/cities/cork/cork-new-park-ride-sites/
NTA-C14-430	In a city the size of Cork, cycling should be a primary mode of transport but the lack of cycle lanes, lack of protected bike lanes where they do exist, the lack of enforcement when cars park in existing lanes and the limited areas covered by the TFI Bikes make it an undesirable option for many.	One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Regarding the enforcement of the proposed overall Scheme, further supporting enforcement measures will be introduced to ensure compliance with the measures proposed later in the Proposals, through discussions between the NTA and CCC.
NTA-C14-462	Universal design checks in the planning of bus routes are important because they ensure accessible stops, efficient and inclusive transportation, compliance with	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the

	<p>regulations and laws, and efficient resource use.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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>	<p>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-C14-28	<p>Bus route 223 is over crowded, single decker and unreliable. Start 223 in Passage. Connect ringaskiddy to carrigaline and Passage through an extended 216.</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-C14-474	<p>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.</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-C14-475	<p>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.</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>

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NTA-C14-475	Bus gates must be enforced. Bus gates on St. Patrick St. are completely ignored. It is very easy to setup a camera and fine motorists for breaking traffic laws. The only way that bus gates can function is to have them enforced.	Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.
NTA-C14-475	The quality of this scheme has already been severely harmed by the NTA's total capitulation to any and all opposition. Please serve the needs of public transport users and stop sacrificing robust and reliable public transport for all to suit the personal interests of a few opponents.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-479	Tree Removal across all 11 STC schemes the NTA/Bus Connects propose the felling of 714 mature trees. It should be a mandatory requirement that you have to replace any trees you cut down with mature trees to compensate for their loss and their carbon removal loss from the atmosphere. Simply planting young trees will not compensate for this.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. In response to issues raised during public consultation, a number of sections along the route were amended in developing the PRO and a key outcome of these design interventions is the reduced impact on existing trees wherever practicable. However, there will still be a need to remove some trees. The NTA will endeavour to maintain as many mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C14-479	Chosen location for the public information event on STC C was held too far from Blackpool Village. Efforts in the future should be made to utilise a location nearer to the STC's intended audience and in this instance there is a community centre in Blackpool which I'm sure would've been made available to the NTA/Bus Connects.	The NTA notes this response.
NTA-C14-479	There was no outdoor signage whatsoever at St Vincent's Clubhouse to indicate NTA/Bus Connects information day was happening at the venue, no staff were outside the venue either. We had to inform other members of the public who were in the car park and who were lost that this was indeed the venue of the information day. This is very basic stuff and should be in place in the future. While there were approximately 20 or so NTA staff in the venue only 4/6 seemed to be the designated spokespeople to interact with the public. Our spokesman (who I unfortunately did not get the name of) was quite	The NTA notes this response.

	adversarial in his tone in speaking with us and he came across as quite condescending and rude. There also seemed to be a lack of training with your staff in the use of the electronic screens to highlight and show sections of the STC routes and this caused lots of time wasting while they tried to coordinate amongst themselves to correct said issues.	
NTA-C14-479	Community forums: not a lot of publicity seems to be made available of when or where the public community forums are taking place. There is also a lot of confusion as to who can attend the forums, with the official line seemingly; “Two people per community group” but we have heard that the general public can just turn up on the day and attend the forum, similar to the information days. Greater clarity of this should be made in the future to ensure community attendance at the forums.	The NTA notes this response.
NTA-C14-479	Currently the two methods of public engagement for lodging submissions are online or by post. Greater steps could be taken to engage with the public. A large portion of demographics in the STC routes may not have access to the internet, or not have great ability to use the internet and rely more on lodging postal submissions. Seeing as the NTA is a state body I fail to see why you cannot include a postage paid envelope in each Bus Connects information pack which you post to every home in the affected areas. This would not only make it easier for the less technologically-abled people to lodge submissions but would also remove a financial burden on the public to buy an envelope and pay for said postage.	The NTA notes this response.
NTA-C14-479	It is quite unbelievable that the NTA/Bus Connects has drafted two rounds of these STC proposals without data from a traffic survey in the affected areas. This surely is the first step to be undertaken in the process before engineers etc draft such proposals and such data should be made available to the general public during the public consultation periods.	Traffic surveys have been undertaken to inform the development of the design. These surveys are utilised in a local traffic modelling exercise which will be carried out during the next design stage.
NTA-C14-29	I am in favour of all steps that discourage cars in Cork City in order to provide the required space for the best possible public transport, which will benefit the majority	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-482	Both the cycle lanes and bus corridors need drastic improvements.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.

NTA-C14-482	Both the cycle lanes and bus corridors need drastic improvements. I would even call it dangerous to cycle at times. I chose to cycle because the busses are not reliable enough.	The BusConnects proposals are seek to make it easier for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic conditions will improve. The proposed scheme, in combination with a more reliable bus service and enhanced cycle and pedestrian facilities can facilitate a modal shift for the corridor, with the potential to reduce vehicular traffic.
NTA-C14-482	Please please please go ahead with the plan.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-500	Can you please let us know when the bus service will be in place from Cork City to Waterfall, we understand that it may be a further two years which if true is most disappointing. There is very little infrastructure to be put in place. The community are anxious that the service be in place as soon as is possible and are ready to assist.	In relation to the changes to various bus services, the National Transport Authority (NTA) launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this Scheme and therefore a separate consultation was undertaken during 2022, where it was visible that the Scheme will generally increase coverage and frequency of bus routes.
NTA-C14-566	I strongly support the development of sustainable travel in Cork. Bus Connects is our only chance to change decades of car dependence and reduce our transport emissions.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-566	I am concerned that there is too much appeasement of a vocal group who are willing to defend the status quo at all costs, and who are not ever willing to accept change. A capitulation to this group will be to the detriment of the city and its population for decades to come as well as our efforts to comply with the very urgent need to reach our climate targets.	As the project progresses, a further round of non-statutory public consultation will be carried out to present these revised designs to the public, this will commence in late 2023. In tandem with this, representatives of local bodies will be updated at Community Forum presentations and a further public information event will be held. The NTA will continue to engage with the public through the consultation process to facilitate the development of a scheme that maximises the benefit to all whilst meeting the scheme objectives.
NTA-C14-566	I am disappointment with other further 'watering-down' of Bus Connects. For example, the use of bus gates, operational only at peak times, rather than bus lanes. How will this be enforced? Voluntary compliance will not work, and we have seen how the laws for	The proposed bus gates and restrictions on traffic movements are aimed to improve bus priority in locations where bus lanes are not viable due to constraints adjacent to the road boundary. 24-hour bus gates are not necessary in most cases and bus gates can be timed to operate only

	example, the 'Pana ban', or parking in cycle lanes, footpaths or double yellow lines, are not enforced.	during peak traffic periods when congestion is most significant. Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.
NTA-C14-566	It is also imperative that Bus Connects is in compliance with our national and 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	I am extremely disappointed with the recently published revisions to the BusConnects Cork plan. While not perfect, and certainly needing compromises in key areas such as the Mangala flyover, the previously published plan at least represented ambition to deliver real change. The current iteration is a capitulation, will fail, and in its attempt to appease a highly vocal minority of people will damn the city to generations more of gridlock.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.



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