



Mahon to City **Sustainable Transport Corridor**

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



Riailtas
na hÉireann
Government
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2040

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

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Executive Summary

1.1 Objective of the Scheme

The aim of the BusConnects programme is to transform Cork's bus system, with the Sustainable Transport Corridor project providing dedicated bus lanes / bus priority, 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 connection with Cork City Council and Cork County Council, to increase the number of people using public transport in Cork fourfold by 2040 and expand the numbers cycling and walking by 33%.

This report focuses on Sustainable Transport Corridor J (STC J) which runs from Mahon to City Centre.

1.2 Purpose of the Non-statutory Public Consultation

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

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

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

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

1.3 Public consultation Process for BusConnects Cork

1.3.1 First round of Public Consultation

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

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

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

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

1.3.2 Second round of Public Consultation

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

- A. Dunkettle to City;
- B. Mayfield to City;
- C. Blackpool to City;

- D. Hollyhill to City;
- E. Ballincollig to City;
- F. Bishopstown to City;
- G. Togher to City;
- H. Airport Road to City;
- I. Maryborough Hill to City;
- J. Mahon to City; and**
- K. Kinsale Road to Douglas.

Each of the Preferred Route Options can be seen below in Figure 1.1 with the Mahon to City Centre route designated as Sustainable Transport Corridor J.

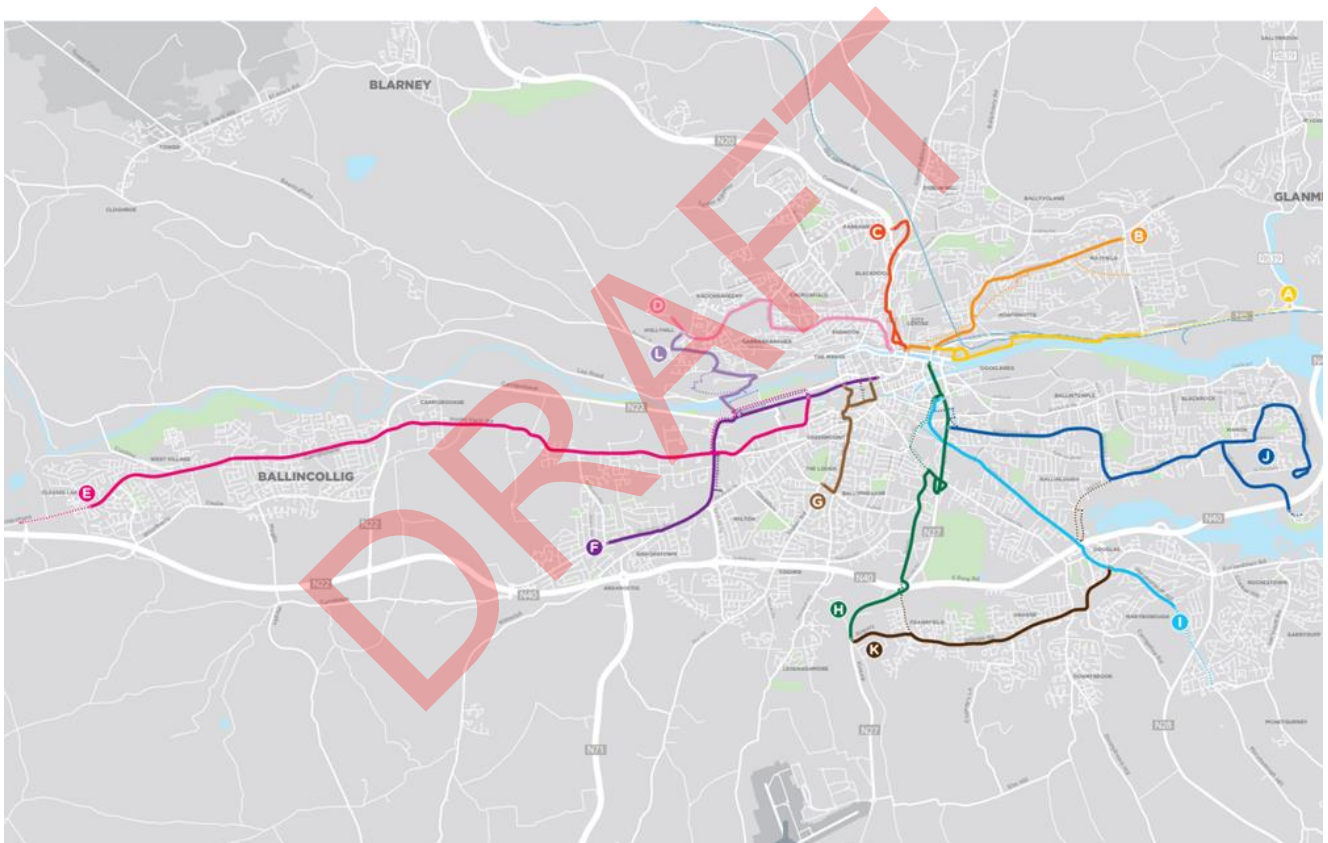


Figure 1.1. Preferred Route Options

1.4 Information Provided in Public Consultation

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

Additional information was provided on the official BusConnects website:

<https://busconnects.ie/cork/>

1.5 Submissions Received

There were 194 submissions received relating to the Mahon to City Centre Sustainable Transport Corridor (STC J). These submissions ranged from individual submissions by residents, and commuters, to detailed proposals from various associations and private sector businesses.

1.6 Main Issues Raised

The submissions received cover a wide spectrum of views. Most of the submissions raised comments 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. Surveys and Impact Assessments;
2. Traffic Disruption, Traffic Diversions and Access Issues;
3. Safety;
4. Impact on Trees, Greenspaces, Heritage and Character;
5. Parking;
6. Proposed Land Acquisition;
7. Devaluation of Property;
8. Impact During Construction;
9. Need for the Scheme;
10. Bus Network and Bus Network Redesign;
11. Inadequate Consultation and Public Information Campaign;
12. Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals;
13. Support for the Scheme;
14. Law Enforcement;
15. Issues Logging Submissions.

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

2 Introduction

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

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

A public information event was held at the following location:

- Rochestown Park Hotel, Friday 21st April 2023.

A Community Forum Event was held at the following location:

- Rochestown Park Hotel, Wednesday 26th April 2023.

Copies of the Sustainable Transport Corridor Preferred Route Option Brochure were available to the public at the public information events, could be sent by post on request, and the Brochure was available for downloading from the BusConnects website. Relevant background technical reports were also available for downloading from the BusConnects website.

The public were invited to make written submissions relating to the Preferred Route Option consultation brochure. Submissions could be made by post or online via:

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

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3 Submissions Received

Overall, there were 194 submissions received relating to the Mahon to City Sustainable Transport Corridor (STC J).

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

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4 Issues Raised in the Submissions

All 194 submissions were received by the NTA 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
Alternative Infrastructure Options	113
Impact on Trees, Greenspaces, Heritage and Character	104
Support for the Scheme	52
Parking	43
Need for the Scheme	41
Surveys and Impact Assessments	36
Traffic Disruption, Traffic Diversions and Access Issues	32
Safety	29
Bus Network and Bus Network Redesign	14
Inadequate Consultation and Public Information Campaign	7
Law Enforcement	5
Issues Logging Submissions	3
Devaluation of Property	2
Proposed Land Acquisition	2

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

Issue 1: Alternative Infrastructure Options

Several submissions raised alternative infrastructure solutions, including the following:

- Reducing the length of bus lane provided on Boreenmanna Road.
- Use less impactful methods such as park and ride facilities, school buses, bus gates, shared space, traffic management, ride sharing, congestion charges, traffic calming, shuttle buses, drop off zones for schools.
- Pinch point at Cork Con FC, possibility to remove or reduce the width of the cycle lane and pedestrian footpath
- Underground transport systems to be constructed
- Cork Con FC to convert the top field to parking and charge a fee to recoup costs
- A reliable bus tracking service would be a valuable addition to BusConnects
- Position bus/cycle lanes on one side and parking on the opposite side
- Considering alternative positions for the bus stops along the proposed route, such as placing them in the proposed bus lane instead of in the main roadway, for example.

Comments have been raised regarding the reconstruction of the pedestrian/cyclist bridge over the South Link Road. An alternative was proposed to build a smaller bridge alongside or provide a temporary bridge for pedestrians and cyclists during the construction stage.

Submissions also made requests to extend the scheme, add additional cycle links, include certain features (e.g., speed bumps (traffic calming)), narrower or wider footpaths/ cycle paths, cycle parking, electric car charging points, junction signalling to favour buses) in the scheme design, and make changes to the current proposals.

NTA Response to Issue 1:

The extent and location of public transport facilities such as bus lanes and stops will be reviewed against traffic survey data and forecast flows to ensure that the proposals provide clear benefits to bus journey time reliability.

The scheme will be reviewed to see if alternative solutions could be adopted along the route that would address the issues raised and still meet the objectives of the scheme. This includes consideration of options suggested by the public during the consultation regarding footpath and cycle lane width variations to accommodate existing infrastructure

Some of the issues raised are outside the study area of the scheme, and as a result are not included as part of this project.

Issue 2: Bus Network and Bus Network Redesign

Submissions raised issues that relate to the redesign of the bus network in Cork. Some of the issues raised include:

- The bus network does not serve all areas and population demographics evenly, and submissions identified areas that are underserved by the new bus network.
- The frequency of busses is too high / too low in certain areas.
- The estimated “live” times of the buses is incorrect and cannot be relied on.
- Observations that existing services are being removed, re-routed or will undergo timetable changes, this will impact people who rely on these services.

NTA Response to Issue 2:

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.

The provision of infrastructure to remove buses from traffic congestion, will support the punctuality and reliability of the bus system. The benefit of the proposals are journeys that will be faster and, even more importantly, arrival times will be more consistent and dependable.

Issue 3: Devaluations of Property

Many residents who were either directly or indirectly impacted by proposals, raised comments over the possible devaluation of their property. Submissions raised comments 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 submissions raised comments 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 3:

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. Refer to Response 10 for further details regarding the proposed land acquisition along 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 4: Impact on Trees, Greenspaces, Heritage and Character

Several submissions raised comments that the removal of trees and vegetation would negatively impact air quality, increase noise pollution, and detract from the visual amenity of the area. Remarks were made that many of the trees marked for removal are mature and are an important aspect of the character of the area.

Submissions noted observations about the impact of the proposals on the environment and biodiversity in general. Many comments were made about the impact that the removal of greenspace and vegetation would have on wildlife in the area. Submissions also raised that replacement trees might not compensate for the removal of the mature trees due to older trees hosting more wildlife and being able to absorb more carbon dioxide.

Submissions raised remarks about the potential impact on the character and heritage of the area. Some submissions outlined the proposals may interfere with boundary walls that have a

nice character. Submissions raised that the character of Boreenmanna Road is an important feature of the local community, they raised that people have been living there for many years and for some people the character and greenery is the reason that they chose to move there. They stated that if the road was widened and the trees removed this sense of community and place could be lost.

Many submissions raised comments about turning the Cherrington Reservoir into a parking area. The community have started the planning process to make the reservoir a walled garden area which would serve the community in various capacities.

NTA Response to Issue 4:

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

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

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

The change of the layout on Boreenmanna Road has also greatly reduced the number of property boundaries affected. Any new boundary walls will be designed to match the appearance of the old walls wherever possible. A conservation architect will input into the design wherever it is impacting on heritage features.

Additional parking at the Churchyard Lane junction has been proposed. The proposal to transform Cherrington Reservoir into a parking lot is still being investigated, with consideration of the community's concerns.

Issue 5: Inadequate Consultation and Public Information Campaign

Comments were raised by residents about the timing of the Public Consultation process, submissions stated that it was inappropriate to conduct the public consultation in the summer months. A small number of submissions also questioned if the period for submissions could be extended and a 3rd round of consultation undertaken prior to the statutory process.

Comments were raised regarding the NTA website and the submission process being too complicated to complete for some residents.

There was a general comment raised in many submissions that residents have not been considered in this process, that the procedure was a desk-based analysis completed by people who do not live in the area and therefore do not have an insight into the way the roads work. Many residents stated they should have been directly notified of the plans for the area regardless of whether their property being directly impacted or not.

Some residents and businesses that were directly affected by the scheme did not receive any direct contact to notify them of the scheme.

NTA Response to Issue 5:

The NTA have undertaken two rounds of non-statutory public consultation to allow early engagement on the project so that the public are included in the project as it progresses and is planning to do a third round of publications in November 2023. The designs that were presented were not final proposals, but a concept design that was at a level of detail suitable for commencing engagement.

Detailed assessments will be carried out at the next design stage to inform the design development and verify the impacts on private land, trees and built assets. This work will be based on detailed topographical survey and traffic information.

Issue 6: Issues Logging Submissions

There has been feedback from residents who have encountered problems when registering for submissions or were having difficulty understanding how the submission process works. A further comment raised is that the complexity of the submission process discourages some residents from registering their submissions.

NTA Response to Issue 6:

NTA acknowledges that comments have been raised regarding the complexity of the submission process and will endeavour to simplify this process as much as possible.

Issue 7: Law Enforcement

While residents are in favour of the scheme, they are commenting that there will not be enough law enforcement present to ensure that the intent of the scheme can fully achieve what it is intended to accomplish. The remark is also that cars are parking on infrastructure that is dedicated to the use of buses or on bicycle tracks, i.e. illegal parking.

NTA Response to Issue 7:

In order to ensure compliance with the scheme proposed, the NTA intends to implement supportive measures. Continual improvements will be assessed in order to ensure that the scheme's services are improved.

Issue 8: Need for the Scheme

Submissions stated that there was not a need for the scheme as a whole or that there was not a need for certain aspects of the scheme, and that the negatives of constructing the scheme would outweigh the potential benefits.

In particular the following was noted:

- There is currently little congestion on Boreenmanna Road, and the buses are delayed on approach to South Link Road but nowhere else, therefore bus measures aren't required on most of Boreenmanna Road.
- The road is currently wide enough that people can overtake cyclists safely without the need for cycle lanes.
- If the bus lanes are operational during peak times only and the bus lane can be used for parking outside peak times, why the need for the bus lane?
- Is there a need for the bus gates? The comment is the infringement on their basic civil and lawful rights to use the public roads whenever they choose to.

NTA Response to Issue 8:

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 is anticipated that the daily travel demand for journeys by private car will reduce.

The use of the bus lane during off peak times for parking is being investigated. Bus lanes could only be used for parking during off peak times if the bus service is only operational during peak times.

The bus gates provide priority usage for buses, taxis and cyclists on a short section of road. Adequate signage will be provided to ensure that general traffic have alternative routes to use during the operation of the bus gate.

Issue 9: Parking

Local community members and business owners commented that the reduction of public on-street car parking spaces may negatively impact accessibility. In particular, comments were raised on Boreenmanna Road where on street parking is currently available for most of the length of the road. This parking is currently used for access to Cork Constitution Rugby Club, Páirc Uí Rinn, school drop off, access to funeral homes, residential homes, and access to services.

- Comments were raised regarding the parking for bus coaches during match games at Cork Constitution FC.
- Comments were raised regarding the proposed parking at Rockboro Primary School and whether this would be for residents only and how the parking requirements would be assessed. There were comments raised regarding the access to the parking provided at Rockboro school.
- Local community members commented that the removal of the on-street parking will create problems for visitors, An Post, care personnel.

NTA Response to Issue 9:

Following further analysis, a number of amendments have been made to the scheme as part of the design development, some of which maintain more on-street parking. The removal of some on-street parking spaces will be required to facilitate the construction of the scheme and the safe movement of buses and cyclists. The design team sought to minimise this impact as much as possible and identified opportunities to provide replacement parking.

Additional parking spaces are being investigated and as the design progresses, access to the Rockboro Primary School parking spaces and/or other parking spaces locations will be finalised.

The parking spaces provided are public parking spaces and provides replacement parking for the reduction of public on-street car parking spaces impacted by the scheme.

An alternative was proposed to move the cycle lane on Churchyard Lane to the quarry land to permit vehicles to park on the roadway. This option was investigated but due to the large difference in levels, it is not feasible to move the cycle lane to the quarry land.

Bus coaches should perform under a drop and go operation and don't require parking as they can look for alternative parking away from the venue.

Issue 10: Proposed Land Acquisition

Many residents were commenting about the acquisition of private land to deliver the scheme. Particular comments 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.

Submissions expressed observations that the acquisition of private land in order to provide bus lanes was unnecessary as the road is rarely congested.

Comments were raised with regards to the destruction of boundary walls.

NTA Response to Issue 10:

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

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

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

The proposed extents of land acquisition will continue to be reviewed 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 the construction of new boundary walls, provision for parking, access, and landscaping.

Issue 11: Safety

Comments were raised for vulnerable road users, in particular pedestrians seeking to cross the road, and that increased crossing distances and number of lanes to cross for pedestrians could reduce pedestrian safety.

Comments were raised about the protection of cyclists (on the two way counterflow lanes) from the counterflow traffic.

Comments were raised for all road users and pedestrians due to residents reversing out of their driveways onto the main road across a cycle lane and a bus lane to access the central lane designated for cars.

Submissions expressed remarks that widening the road would lead to increased speeding of vehicles on the route, raising comments over pedestrian and cyclist safety.

Comments were raised regarding the location of the Toucan crossing at Oakfield Lawns and the Maxol service station with many egress and entry points.

NTA Response to Issue 11:

The BusConnects proposals are seeking to make it easier and safer for people in the area to choose walking, cycling and use public transport daily. By providing safe, accessible, and efficient alternatives to car journeys it is anticipated that general road safety for all types of road users will be improved.

The proposals for all routes would include the following measures to improve road safety:

- 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;
- Footpaths provided for the length of the scheme, linking areas where there is not currently footpath provision, and increased footpath widths.

It is anticipated that the scheme proposals will discourage poor driver behaviour and speeding by consolidating lane widths, narrowing side road junction widths and reducing junction radii to slow turning traffic speeds, and provide safer crossings. Where corridor widening works are proposed, line of sight checks will be undertaken to ensure that visibility is maintained between all road users.

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

Toucan crossing locations are currently being assessed and reviewed by the design team in order to mitigate any potential safety hazards.

Issue 12: Support for the 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 and improved segregation for cyclists generally.

NTA Response to Issue 12:

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 13: Surveys and Impact Assessments

Submissions outlined that there was not enough baseline data collected before the design of STC J. 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.

It was noted that some of the items in the OS Mapping used were out of date and there were instances of missing information, it was 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.

The traffic at Jacobs Island is likely to increase with the addition of a hotel, office development and housing units in planning. These planning applications have been scrutinized from a traffic perspective during the various planning processes involved, requiring each plan to have a very clear traffic/mobility management plan. All of these plans had clearly identified the existing two exit roads and one entry road into Jacobs Island. There was never a bus lane factored into any of the traffic planning for the Jacobs Island road network. If the BusConnect proposal of including a bus-lane (that accommodates 3 or possibly 4 bus movements an hour) results in the removal of the exit lane, then this will completely invalidate a key pillar of the supporting evidence behind each individual planning approval.

NTA Response to Issue 13:

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 the in-depth studies mentioned above. More in depth studies will be performed as the project progresses through the design stages.

The current proposals have been designed using the latest Ordinance Survey Mapping, which is standard practice for the early stages of design of transport infrastructure projects. The OS mapping used was the most accurate and up-to-date mapping information available at the time, however it is acknowledged that developments have taken place since the maps were last updated that may not have been reflected on the public consultation drawings. Detailed three-dimensional (3D) topographical surveys for the entire route have been procured and will be used to inform the next stage of design. Additionally, a range of other surveys will be conducted (for example, detailed tree and traffic surveys) to gather data that will also be used to inform the next stage of 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 14: Traffic Disruptions, Traffic Diversions and Access Issues

Residents commented that the changes proposed could cause increased traffic. Residents commented that the proposed bus gates on Avenue De Rennes, those on Douglas Road as part of STC I and the modal filter on Rockboro Road would cause disruption and longer journey times for cars. It was queried whether the bus gates could be trialed.

Comments were raised about the South Link Junction and increased traffic due to the bus lane. Comments were raised with regard to the bus waiting for the traffic signal with the general traffic.

Comments were raised regarding the effect the toucan crossings will have on the travel time of the bus.

NTA Response to Issue 14:

It is acknowledged that the proposed measures will result in restrictions on movement of private cars on Avenue De Rennes and Rockboro Road. However, alternative routes for traffic will remain available to all destinations in the city. In the latest designs the proposed bus gate on Avenue De Renne is intended to be in operation during peak hours only, meaning that access for vehicles will be as normal outside peak hours.

A comprehensive traffic modelling exercise will be undertaken as the design progresses and access to all properties by car will be maintained, although alternative routes may need to be used in some instances.

The South Link Junction traffic signals will be rephased and changed to allow the buses priority onto the South Link Road. A bus lane will be added to the South Link Road (as part of STC H) which will have priority phasing at the traffic signals.

Waiting time at junctions will be considered as the project progresses and junction design develops.

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Appendices

A.	Specific STC J Submissions and Responses	19
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A. Specific STC J Submissions and Responses

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Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-1	NTA-C14-6	Traffic Disruption, Traffic Diversions and Access Issues	<p>As a resident of Jacobs island I have Serious concerns re the proposed bus lanes in and out of Jacobs Island. This significantly reduces capacity on the main access in to and out of Jacobs Island. The plans show the existing exit road reduced from 2 lanes to just 1 lane from the apartment block by the insertion of a bus lane. The frequency of bus movements to Jacobs Island is between 2 and 4 per hour today (depending on time of day, and day of week) – As a result, the total traffic carrying capacity of the exit road will be significantly reduced. Anyone seeking to leave the estate by car travelling west will be forced to wait behind traffic exiting north. This will lead to major tailbacks and congestion in the neighbourhood as the Mahon Bridge is already a bottleneck.</p> <p>every single planning application that has been approved in Jacobs Island has depended on traffic models that utilised two traffic lanes exiting Jacobs Island, and one traffic lane entering Jacobs island. At no point were bus lanes factored into any of the traffic modelling that has allowed planning for nearly 1,000 additional homes/apartments to be submitted (with a number of those already receiving planning approval).</p> <p>So, with Bus Connects, they are attempting to insert a bus lane into the final 110+ meters of road exiting Jacobs Island, forcing outbound traffic that wants to join the westbound N40 to queue behind traffic wanting to cross the Mahon Interchange Bridge – which can be very, very busy during rush hour times.</p>	Please see the NTA's response to Issue 14 in this report.	Jacob's Island
J-2	NTA-C14-22	Support for the Scheme	<p>Hi, I think this cycle and bus route sounds great.</p>	Please see the NTA's response to Issue 12 in this report.	General
J-3	NTA-C14-22	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>I was wondering if it could connect with Kent station. I travel from Kent to Mahon as part of my journey. Currently I walk from Kent to the nearest bus but I would cycle if there was a dedicated cycle path the whole way.</p> <p>Thank you, Anna</p>	Please see the NTA's response to Issue 1 in this report.	Outside Study Area

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-4	NTA-C14-36	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	as a cyclist i am aware that a route from mahon to ballincollig is almost already in existence.all that is missing is a link between bessborough & douglas village.one option is extending the route from mahon point alongside the south link road parallel to mahon golf club.the route could then incorporate tramore valley park where a safe passage crossing the south link by mick barry road is required.this could easily be done utilising land next to the black ash park and ride or the land on the other side of mick barry road by woodies.this could link with the barry's tea to togher path after which the wilton to bishopstown path is easily accesible(i have been informed that the old cork to bandon rail link between the kinsale & bandon roads is being prepared for public use-this is another option).from here the route would follow the curraheen road to model farm road path-this could easily be connected to the model farm road to carrigrohane road path from where it is an easy journey to ballincollig.i have travelled this route many times.it would be great for public transport but also good for tourism/leisure cycling and highlighting many of corks lovely corners (bessborough/tramore valley park/lee fields/ballincollig regional park) & more that i suspect are known to few outside of those living in their vicinity.it follows rivers much of the way which makes for a pleasant journey often away from motorised traffic-even though i welcome the progress made/being made with cycle paths they often do not take cyclists away from motorised traffic so these routes are good for commuting but not so good for leisure/pleasure cycling	Please see the NTA's response to Issue 1 in this report.	Outside Study Area
J-5	NTA-C14-65	Need for the Scheme	In our earlier submission, we stated that in our view there is no need for bus lanes outside the grounds of Cork Constitution Football Club due to absence of congestion in this area.	Please see the NTA's response to Issue 8 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-6	NTA-C14-65	Bus Network and Bus Network Redesign	Wherever bus lanes are installed on Churchyard Lane and the Boreenmanna Road they should operate for peak hours only, which will facilitate parking for sporting activities, which generally occur off-peak. This was raised at the Community Forum and was well received by the NTA team at this forum.	Please see the NTA's response to Issue 2 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-7	NTA-C14-65	Support for the Scheme	In our earlier submission we welcomed the change to a bi-directional cycle lane on the quarry side of the road.	Please see the NTA's response to Issue 12 in this report.	Beaumont Quarry
J-8	NTA-C14-65	Parking	It is additionally suggested that this cycle lane on Churchyard lane should be installed on the quarry land, which will then permit car parking on the Churchyard Lane roadway during of-peak hours	Please see the NTA's response to Issue 9 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-9	NTA-C14-65	Support for the Scheme	"Cork Constitution Football Club have reviewed the revised STC-J-Mahon to city and welcome the changes to the proposed solutions outside our club grounds. New off-street parking spaces are proposed close to Ballinlough Pitch and Putt. The potential location for replacement parking is shown on the map.		

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J-10	NTA-C14-65	Parking	<p>However, the concerns of the club have not been fully addressed. The key concerns are as follows.</p> <p>Coach Parking</p> <p>Last Sunday 1st April 2023 we had 4 coaches parked outside our grounds. The coaches were for the teams participating in the Munster Rugby Girls Finals. On Energia AIL match days we also have coaches for visiting teams and they have to park on the road as we don't have parking within our grounds. We regularly need coach parking for teams of juveniles and youths travelling from around the country for competitions in our grounds.</p> <p>Removal of on street parking</p> <p>The solution proposed in the STC fully removes on-street parking on the road outside the Cork Constitution Football Club grounds. As outlined in our original submission on 19th Sept 2022, parking is essential for the continued operation of our club. The revised STC states that new off-street parking spaces are proposed close to Ballinlough Pitch and Putt. The area occupied by the water tower is shown as a potential area for replacement parking.</p>	Please see the NTA's response to Issue 9 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-11	NTA-C14-65	Need for the Scheme	<p>Bus Lanes</p> <p>In our 19th September 2022 submission we stated 'There is no justification for a bus lane running north towards the city outside of Cork Constitution FC. There is never traffic congestion in this area in peak hours except when there is an event such as a big match or concert. There is limited justification for a bus lane outside Cork Constitution FC going south towards Skehard Road junction.</p>	Please see the NTA's response to Issue 8 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-12	NTA-C14-65	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>The club premises is 400m away from the traffic light junction at Skehard Road. A 200m bus lane would suffice before the traffic lights to prevent bus delays due to traffic congestion at traffic lights. The revised proposal reduces the bus lane to a single lane which runs city-bound from the main gate of Cork Constitution Football Club and switches to Mahon-bound from the Cork Constitution Football Club main gate. We understand that a traffic survey has been carried out in this area which should support the claim that there is no need for this bus lane outside the grounds of Cork Constitution Football Club.</p>	Please see the NTA's response to Issue 1 in this report.	Skehard Rd
J-13	NTA-C14-65	Support for the Scheme	<p>Cycle Lanes</p> <p>Cork Constitution Football Club welcomes the change in the revised STC Mahon-to-City which sees a bi-directional cycle lane on Churchyard Lane, running on the east side of the road.</p>	Please see the NTA's response to Issue 12 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-14	NTA-C14-65	Surveys and Impact Assessments	<p>At the narrowest section of Churchyard Lane there is a 12.6metre width between the boundary wall of Cork Constitution Football Club and the quarry. The solution proposed in the revised STC is not possible in this location.</p>	Please see the NTA's response to Issue 13 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-15	NTA-C14-65	Parking	<p>Cork Constitution Football Club would like to address the following questions in the consultation process:</p> <p>How many parking spaces will be provided in the proposed additional parking area. When</p>	Please see the NTA's response to Issue 9 in this report.	Churchyard Lane/Boreenmanna Rd Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			<p>will these additional spaces be available? How will the proposed solution cater for parking of up to 4 coaches? How will the proposed solution work in Churchyard Lane where the available width is limited to 12.6 meters? Is there an alternative solution to the bus lane proposal which will allow some on-street parking. It should be noted that the majority of Cork Constitution Football Club parking needs occur in non-peak hours.</p>		
J-16	NTA-C14-65	<p>Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals</p>	<p>As mentioned in the first submission by Cork Constitution Football Club, Churchyard Lane, at its narrowest point alongside Cork Constitution FC, is 12.6m wide. We would suggest to eliminate the proposed new footpath on the quarry side of Churchyard Lane, throughout the full length of Churchyard Lane, thus saving 1.8M</p>	<p>Please see the NTA's response to Issue 1 in this report.</p>	<p>Churchyard Lane/Boreenmanna Rd Junction</p>
J-17	NTA-C14-67	<p>Bus Network and Bus Network Redesign</p>	<p>As a resident of the Ballintemple area, I am very surprised and disappointed that the people of Blackrock, Beaumont and Ballintemple will be losing their bus service to the City. Older residents of the Beaumont- Ballintemple area will have to make their way up a narrow lane- muddy in winter to the nearest bus stop at Church Yard lane. The other alternative is for them to walk up a steep "Temple Hill" to their nearest bus stop at Church Yard Lane. This is very unfair to this sector of the population who rely a lot on public transport in their senior years. The local schools: Ursulines in Blackrock and Beaumont Boys' and Girls' N.S. will also be disadvantaged by this change in bus route. Also, the proximity of this area to Páirc Uí Chaoimh and a Public Park in the Marina would presuppose a good bus route in the vicinity. This in turn would help bring visitors to the area and benefit the busy restaurants and cafés of Blackrock. Unfortunately, the proposed bus route would require people to walk from the nearest bus stop in Church Yard Lane down a narrow "Temple Hill" to access these amenities. Presuming this plan was intended to encourage bus travel over dependency on cars, it will fail the people of Blackrock, Ballintemple and Blackrock Rd. and visitors to the area.</p>	<p>Please see the NTA's response to Issue 2 in this report.</p>	<p>Churchyard Lane/Boreenmanna Rd Junction</p>
J-18	NTA-C14-102	<p>Impact on Trees, Greenspaces, Heritage and Character</p>	<p>Hi, While I understand the need for the city's transport to expand, I was disappointed to see the amount of existing trees being removed in nearly all of the proposed routes. The updated routes have been amended to try and keep as many trees as possible and the designers are to be commended on this approach. The mature trees that line the roads of the area are key to its visual appeal and should be protected as much as possible. I hope this isn't a ploy and during the construction we find ourselves in a position where we are informed that the trees were beyond saving and are removed anyway.</p>	<p>Please see the NTA's response to Issue 4 in this report.</p>	<p>General</p>

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-19	NTA-C14-121	Need for the Scheme	Who comes up with these ridiculous ideas. I totally object to these suggestions. Ye have the City destroyed with bicycle lanes that very few use. I use these roads every morning, using my car is a must. I pay my car taxes and am totally entitled to use it on all these main roads any time I need to. All ye are doing is making life harder for the regular public.	Please see the NTA's response to Issue 8 in this report.	General
J-20	NTA-C14-123	Support for the Scheme	Hello, I live just off Boreenmanna Road. I just wanted to say that the proposed changes really sound great. I've young kids and the cycle lanes in particular would be a wonderful addition. I regularly cycle on Boreenmanna road myself, and being wide and straight a lot of cars do drive fast. It's not current a road I'd suggest for children. It would be great for kids to be able to cycle on it. The improved bus routes would also be a great addition. I regularly go to Carrigaline for work, so having a faster flowing and more connected system would be a real help. Many thanks for all the work going into this, I'm looking forwards to seeing the proposed changes in place. Thank you.	Please see the NTA's response to Issue 12 in this report.	Boreenmanna Rd
J-21	NTA-C14-131	Support for the Scheme	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 12 in this report.	General
J-22	NTA-C14-131	Law Enforcement Concerns	However, my main concern is about enforcement. As witnessed across the city, 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?	Supporting measures to ensure compliance with the measures proposed will be required.	General
J-23	NTA-C14-159	Surveys and Impact Assessments	Dear Sir/Madam, upon reading the recently released BusConnect proposals, specifically STC-J-Mahon-to-City-22.03.23.pdf (https://busconnects.ie/wp-content/uploads/2023/03/STC-J-Mahon-to-City-22.03.23.pdf), I noticed the plan includes the addition of a bus lane to the L99484 existing Jacobs Island, towards the Mahon Interchange Bridge on map 17 (page 44). This extends for about 120 meters, occupying an existing left hand traffic lane leaving Jacobs Island. Currently, based on the 2016 census, there are 320 housing units in Jacobs Island (approx 730 people). There are a further 762 housing units in planning - some granted some not - along with a 160 bedroom hotel and office development. If the full complement of planning is granted then there is likely to be a total population of over nearly 2,400 residents, in addition to those staying in the hotel (160 rooms, could be 160-250 residents) along with possibly over 1,100 jobs being accommodated (according to https://www.echolive.ie/corknews/arid-40794600.html). In theory, assuming no residents work in these jobs or stay in the hotel, then there is a potential population of over 3,500 people in Jacobs Island.	Please see the NTA's response to Issue 13 in this report.	Jacob's Island

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			All of these planning applications have been heavily scrutinized from a traffic perspective during the various planning processes involved, requiring each plan to have a very clear traffic/mobility management plan, All of these plans had clearly identified the existing two exit roads and one entry road into Jacobs. There was never a bus lane factored into any of the traffic planning for the Jacobs Island road network. If the BusConnect proposal of including a bus-lane (that accommodates 3 or possibly 4 bus movements an hour) results in the removal of the exit lane, then this will completely INVALIDATE a key pillar of the supporting evidence behind each individual planning approval.		
J-24	NTA-C14-159	Traffic Disruption, Traffic Diversions and Access Issues	I would also argue that the current traffic light signals give considerably more time to traffic traveling over the link bridge from Mahon as well as that coming from the direction of the Jack Lynch Tunnel, meaning that exiting from Jacobs Island is subject to long delays waiting for a green light, compounding traffic queues within Jacobs Island. The light sequences are also quite short, meaning that maybe 4-5 vehicles (including buses) get across. A large portion of this traffic is simply turning left to join the N40 westbound, which in theory SHOULD be covered by a flashing amber traffic light to allow that traffic flow (in the same way the N40 eastbound towards JLT operates on the other side of the Mahon link bridge. Introducing a bus lane will prohibit that possibility from happening.	Please see the NTA's response to Issue 14 in this report.	Jacob's Island
J-25	NTA-C14-159	Need for the Scheme	I would strongly recommend AGAINST the inclusion of the proposed bus lane as outlined in the above BusConnect document, and would request that the NTA/bus connects and Cork City planning department take a view on this with respect to all planning applications that have been approved on the basis of traffic/mobility plans that will be invalidated. I will be communicating this information to all Councillors in the city council.	Please see the NTA's response to Issue 8 in this report.	General
J-26	NTA-C14-159	Traffic Disruption, Traffic Diversions and Access Issues	Separately, I've contacted TII about the proposed use of a bus gate on Douglas Road during PEAK HOUR and the impact of this on the N40 junction 8 off-ramp into Douglas, that will result in massive queuing on the N40 eastbound during PEAK HOUR. I would also take issue with MAP - 17 where the typical cross section identifies 2 traffic lanes + 2 cycle lanes + 2 pedestrian paths which is not representative on the current or proposed traffic, and is misleading.	Please see the NTA's response to Issue 14 in this report.	Jacob's Island

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-27	NTA-C14-166	Parking	<p>Parking on Boreenmanna Road. Please find below the observations/submission from Floraview and Westview Residents Association. Flora View and Westview Residents Association Submission on STC J Draft 2</p> <p>While acknowledging the many changes and improvements to Draft 1 the residents are very concerned about the removal of on road parking. Supplying additional parking spaces near the Funeral Home and Cork Constitution is welcomed, but this parking will primarily be used by visitors to the area and not residents.</p> <p>We have previously highlighted that Boreenmanna Road is a residential community and as such must have on road parking for residents who don't have other options, for visitors and for services. It is important to reiterate that in this submission, when we use the term "parking" we do not only mean the narrow definition of "storing a vehicle while it is not being driven". We mean it in the broader sense of term, i.e. to also include set down, vehicle loading and unloading, visiting services and other temporary access in line with the basic needs of every residential area.</p>	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd
J-28	NTA-C14-166	Need for the Scheme	We also believe that Boreenmanna Road is wide enough with free flowing traffic not to need dedicated bus corridors and that the traffic pinch point at the junction of the link road has not been addressed by you in your latest draft.	Please see the NTA's response to Issue 8 in this report.	Boreenmanna Rd
J-29	NTA-C14-166	Parking	<p>Your proposal shows a possible 13 spaces which would be created by moving the entrance to Rockboro School, however, it is not clear that these spaces would be for residential use only. Neither is it clear how access to these spaces will work both inbound and outbound to and from the link road - As pointed out during our meeting on March 14th, unless the current road layout is significantly changed, the proposed parking area would be accessible only to cars traveling Westbound along Boreenmanna road. We must point out that 13 spaces is an insufficient number for the homes impacted by the plans. There are 4 homes in Westview and 13 in Flora View.</p> <p>We have feedback from Flora View residents that the proposed parking lot is too far from their homes for them to safely carry shopping and all ask where family and visitors to their homes can park.</p>	Please see the NTA's response to Issue 9 in this report.	Rockboro Rd
J-30	NTA-C14-166	Proposed Land Acquisition	<p>We acknowledge that some properties along the Boreenmanna Road currently have off-street parking to the front; other properties, which currently do not have off-street parking to the front, may be able to facilitate this in the future by forgoing their front gardens and creating vehicular access from the street to the front of the property. This however is physically not an option for the residents of Flora View or Westview as the curtilage of the houses on these terraces is simply not sufficient to park a standard car.</p> <p>This topic is particularly sensitive to the residents of Westview who have previously surrendered their gardens to compulsory purchase order when Boreenmanna Road was</p>	Please see the NTA's response to Issue 10 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			widened in the 1980's. They are particularly aggrieved and twice-burdened to have first lost their gardens and are now asked to relinquish their on-street parking.		
J-31	NTA-C14-166	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	We suggest an alternative to you. Keep the on road parking in front of the two terraces and move the bus corridor out to accommodate this. Ground could be taken from in front of the non-residential buildings on the opposite (north) side of the road. This suggestion has zero impact on the bus corridor or trees, yet retains the residential amenity of these terraces. On behalf of Flora View and Westview Residents Association Angela Higgins (Secretary) Karen O'Sullivan (Chair)	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-32	NTA-C14-173	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Please add a 2 way cycle lane to the Well Road to connect 2 major suburbs and reduce car traffic on the well road	Please see the NTA's response to Issue 1 in this report.	Outside Study Area
J-33	NTA-C14-175	Support for the Scheme	I am all for active travel, which needs to be prioritised over cars. Using a bike, bus or walking you are made to feel like a second class citizen to the car - especially in Douglas. Douglas needs to revert back to a pleasant place to be, with emphasis on pedestrians and cyclists. The Saturday Douglas Market is hemmed in and drowned out by the traffic.	Please see the NTA's response to Issue 12 in this report.	General
J-34	NTA-C14-175	Safety Concerns	Very disappointed that the Well Road is left as is. I understand why, it is very tight, but it is very difficult as a cyclist to use this road safely and it is unpleasant and unhealthy as a pedestrian.	Please see the NTA's response to Issue 1 in this report.	Outside Study Area
J-35	NTA-C14-175	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	I'm glad the trees have been saved on the Boreenmanna Road, the on street parking should all be removed. On street parking concessions have been made to the sports grounds on this road which I do not agree with. For most of the week parking around these facilities is empty. When discussing this with those who run the sports grounds at a local or national level was there any talk of active transport to events/training/games? They need to plan now so to facilitate players, spectators etc to come via active travel. The cycle lanes are illegally parked on everytime there is something on. Please do not get rid of the reservoir for parking - the carbon emissions alone make this idea a non starter.	Please see the NTA's response to Issue 1 in this report. Please see the NTA's response to Issue 4 in this report.	Churchyard Lane/Boreenmanna Rd Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-36	NTA-C14-175	Support for the Scheme	I am really looking forward to being able to rely on a bus service, have somewhere to park my bike safely and dry and all in cleaner air. Thank you.	Please see the NTA's response to Issue 12 in this report.	General
J-37	NTA-C14-191	Bus Network and Bus Network Redesign	<p>Ballinlough bus route 215 is currently twice an hour & is never on time. Pre-covid between 16:30 to 19:00pm Monday to Friday staff from Mahon Point business parks finish work, get on the 215 or 215A home to Cork City or Blackpool area, which is fine of course. But when I am planning to meet friends for dinner or Everyman or Opera House for that evening I cannot go in due to the bus being full. My stop is Shrewsbury so I have had to cancel my dinner plans or get my car to go to the Everyman or Opera House to attend that function. What is Bus Eireann reasoning for only 2 buses an hour for a very busy route with some many residents & workings in the Mahon Point Area?</p> <p>New bus route for 215 is now going to be bus route 20. This is now only going to be once an hour & instead of Jacob's Island/Mahon Point via Ballinlough Road to Blarney is now starting from Bessboro via Ballinlough Road to Cork City. Once an hour is insufficient for the amount of residents in the area. There are many people using the bus to go to work in the city or Blackpool or Blarney. Adding the Bessboro business park to the bus route would be great but needs to go to Mahon Point/Jacobs Island due to the amount of workers in the area also. Improving the once an hour planned route needs to be at least twice an hour, at least 4 times an hour would be far better. Also on time needs to be taken into account also on all new bus routes.</p> <p>I am a Airbnb host & the new bus route 20 being only once an hour is a joke. This terrible new bus route will have an effect on my business as its new timetable is so terrible.</p> <p>My Aunts lives in Uzès, France. Her bus route 152 is Nimes to Saint Ambroix is far better then the new bus route 20. My Aunt lives in a village of 10,000 persons & Monday to Friday there is at least 6 buses per day. It is reduced on a Saturday & Sunday but still far better then the new route 20.</p> <p>The elderly & mobile impaired people living on the Ballinlough Road will be greatly effected by this new route. It will be limiting them to when they go to GP & Hospital appointments.</p> <p>New route 1, 1A, 1B on Boreenmanna Road is now going to improve greatly. Route 1 is now going to be every 10 mins & 1A & 1B every 20 mins. The new routes on South Douglas Road is 3, 3A, 3B, 7 & 8 along with route 1, 1A & 1B is to far for some of the residents on the Ballinlough Road to go to get the bus, along with a high change that they are full & not pick them up at all.</p>	Please see the NTA's response to Issue 2 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-38	NTA-C14-234	Parking	I live on Boreenmanna Rd [personal information redacted].We use onstreet Parking . We have space for one car in the drive .However my daughter is [personal information redacted] and the drive is not big enough to allow for ramp to be put out for her to exit .We are on the side that that will have the proposed cycle lane . We use the parking on the road for this and for our other cars and for [personal information redacted] . Also she uses [personal information redacted] and [personal information redacted] which will need to pull up outside our house .She needs to get in and out of the transport without delays or having to travel too far . what is the proposal for the parking on the road for us ?	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd
J-39	NTA-C14-249	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	I would like to propose a simple idea that could be trialed and tested at a busy junction and if successful placed at other busy junctions. It is a simple upgrade of the traffic light system along the proposed corridor from Mahon Point to City Centre Cork. Just like the barriers at Mahon Point lift open in anticipation of the bus. "The traffic lights on the bus lanes should know ahead just like a train signaling station that the bus is approaching. All lights at that junction(s) will then turn red in time for the arrival anticipation of the bus. Like a light rail Luis system is giving priority. Giving only the bus the green light to flow through. Then return to normal sequence. No interruption and constant flow of corridor." A little bit of taught would be needed for this as maybe the light fixture in the traffic light might have to adjust to include a picture of a bus and arrow alternating on arrival of bus. It could be trialed at the CSO junction in Mahon Skehard Road and also at the top of Skehard Road Well Road Cork. This could also be included with enough imagination for Urgent Rapid first responders. But one step at a time....	Please see the NTA's response to Issue 1 in this report.	General
J-40	NTA-C14-277	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	I would like to propose a simple idea that could be trialed and tested at a busy junction and if successful placed at other busy junctions. It is a simple upgrade of the traffic light system along the proposed corridor from Mahon Point to City Centre Cork. Just like the barriers at Mahon Point lift open in anticipation of the bus. "The traffic lights on the bus lanes should know ahead just like a train signaling station that the bus is approaching. All lights at that junction(s) will then turn red in time for the arrival anticipation of the bus. Like a light rail Luis system is giving priority. Giving only the bus the green light to flow through. Then return to normal sequence. No interruption and constant flow of corridor." A little bit of taught would be needed for this as maybe the light fixture in the traffic light might have to adjust to include a picture of a bus and arrow alternating on arrival of bus. It could be trialed at the CSO junction in Mahon Skehard Road and also at the top of	Please see the NTA's response to Issue 1 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-41	NTA-C14-288	Need for the Scheme	<p>Skehard Road Well Road Cork. This could also be included with enough imagination for Urgent Rapid first responders. But one step at a time....</p> <p>For this to be anyway feasible and work to some extent. You need wide roads everywhere which there is not enough on the routes and can't be done. They should be hubs not one long corridor. Also not enough traffic policing to enforce use of bus lanes by other persons. Unless some of the money being spent is on a new transport policing agency. Where there is bus lanes in use already they should have an uninterrupted flow of traffic buses only no red light to stop them like normal traffic they should be given priority green light before they approach. Where accessible. Also the NTA should roll out water taxis along the port of Cork to Tivoli Kent station cobh Crosshaven. It is going to the stage where sky trams cable cars are needed to cross areas from the Northside to the City Centre. Or across the Harbour. Make use of what is there and do not extend roads to shorten residents areas. Imagine that on the Model Farm road no way bus connect could work there. Hubs are what is needed. Not one long corridor. The roads have been dug up and resurfaced every 2 to 3 years with zero efficiency. Even the painting of the roads are a disaster in some areas. Mahon Point entrance and exit is using some bit of sense with traversed road painting on the roads. With some directional sense. Change the shape of the buses or change the shape of the roads for corners and bends. I would say the later. Regards</p>	Please see the NTA's response to Issue 8 in this report.	General
J-42	NTA-C14-330	Support for the Scheme	<p>Proposed STC J 1. I note and welcome the revised arrangements particularly on Boreenmanna Road. I also note that these revisions are as a result of submissions and pressure, particularly from organised residents. Unfortunately this does not apply to sections of the route where there are few or no residents.</p>	Please see the NTA's response to Issue 12 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-43	NTA-C14-330	Impact on Trees, Greenspaces, Heritage and Character	<p>2. My comments on the proposal are based not on speculation as to what might happen but on the observed experience of what has already happened on the redevelopment of the Skehard Rd and in particular the most recent work between Church Rd and CSO junctions.</p> <p>3. R852 CSO junction to Mahon Point SC. This road was upgraded relatively recently. I am particularly concerned that as there are no residents on this road there is likely to be few submissions of concern.</p> <p>The only attractive feature of this road are the trees on each side. The proposal shows the removal of all trees on this section of the route. I do not understand the necessity to remove all trees on both sides in order to widen the road for bus/cycle paths that already partly exist.</p> <p>The evidence of the road widening that has already taken place on the Skehard Rd. between Church Rd and the CSO junction is dispiriting. Most trees have been removed with only some replacement and the entire area is now a visually harsh sea of concrete and tarmac. I expect that what is being proposed here is more of the same.</p> <p>I wonder if the works already done in this area have actually made any significant difference to bus timetable delivery? I observe that the “bus gate” traffic light system at the CSO junction is not used by many buses.</p> <p>4. Tree Replacement/New Planting. I note trees that could already have been planted have not been. I welcome any new tree planting but note that much of the proposed replacement trees (e.g. on the green at Marble Hall) could -and probably should - take place anyway irrespective of BusConnects.</p>	Please see the NTA's response to Issue 4 in this report.	Boreenmanna Rd
J-44	NTA-C14-340	Support for the Scheme	<p>As a resident of Beaumont, one of the main issues with using the bus as a means of transport to get to and from the City is that it is often stuck in traffic. This causes it to be unreliable, especially at peak hours.</p> <p>Providing dedicated sustainable transport corridors for cyclists and busses is going to bring massive benefit to the city and it's gridlock.</p> <p>I welcome the Bus Connects plan and think in a number of years it will be looked back on as a vital milestone for the City.</p>	Please see the NTA's response to Issue 12 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-45	NTA-C14-366	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>I would like to express my disappointment with the proposed cycle lane layout for STC J. The cycle lane crosses the road no less than 3 times on Boreenmana Road and I can't understand why. If you want people to cycle this route, which I would very much like to be able to do, it must make sense. It must be easier and ideally quicker than driving and finally, it must not be awkward.</p> <p>If you force people to stop and wait for permission to cross the road only to have to repeat the process again a few hundred meters later, and again after that, people will not use it. It will not be easier or more convenient than driving. People on bicycles will just continue down the left ignoring the change over. Putting them in conflict with vehicles, increasing the risk of injury and making the infrastructure irrelevant.</p> <p>This is a once in a generation upgrade to the public and sustainable transport infrastructure for Cork. It can't be half measures or it will be looked back on as a failure. Drivers will complain that road space was taken away and it isn't being used. People who wish to cycle will avoid the route and use The Line instead.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmana Rd
J-46	NTA-C14-378	Surveys and Impact Assessments	<p>Re: Fundamental Data regarding STCI and STCJ has not been modelled. 2nd Round proposal is Dangerously Flawed and Completely Invalid. Material Risks to Human Health and Environmental Balance are Proposed.</p> <p>Original Submission to 1st Round of Consultation: NTA-C9-1066 CC: Micheal Martin TD, Simon Coveney TD, Micheal McGrath TD, Eamon Ryan TD, Kieran McCarthy, Terry Shannon, Deirdre Forde, Sean Martin</p> <p>To whom it concerns: 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. The proposals as outlined in STC I (2nd) and STC J (2nd) present a grave and serious risk to the physical and mental health of the inhabitants of the locale and all road users of the primary, secondary and tertiary channels of the areas traversed by STC I and STC J. Additionally, the environment impact of proposal has not been modelled, but we will defer to experts in that domain for commentary</p>	Please see the NTA's response to Issue 13 in this report.	General
J-47	NTA-C14-378	Surveys and Impact Assessments	<p>These health risks arise because no effort has been made to model to impact of the proposed changes to traffic access, flow, volume and velocity in the zones directly and indirectly connected to STC I and STC J.</p> <p>In simple terms, the consultants employed by the NTA and/or the NTA itself have intentionally ignored the obvious impacts of the changes on the surrounding routes.</p>	Please see the NTA's response to Issue 13 in this report.	General
J-48	NTA-C14-378	Traffic Disruption, Traffic Diversions and Access Issues	<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.</p>	Please see the NTA's response to Issue 14 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-49	NTA-C14-378	Surveys and Impact Assessments	<p>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> <p>Marble Hall Park, East Bound, West Bound Ballinlough Road, East Bound, West Bound Bellair Estate, North Bound, South Bound Bernadette Way, North Bound, South Bound Castelgreina Park, North Bound, South Bound Carrigeen Park, South Bound, Wallace Avenue, North Bound, South Bound Dunmore Lawn, North Bound, South Bound Willow Lawn, North Bound, South Bound Glencoo Park, North Bound, South Bound Flaherty's Lane, North Bound, South Bound Churchyard Lane, North Bound, South Bound Crab Lane, North Bound, South Bound Clanrickarde Estate, North Bound, South Bound Richmond Estate, North Bound, South Bound Victoria Avenue, North Bound, South Bound Old Blackrock Road, East Bound, West Bound Rockboro Avenue, North Bound, South Bound Rockboro Road, North Bound, South Bound Gasworks Road, North Bound, South Bound Eglantine Park, North Bound, South Bound Ardfallen Estate, North Bound, South Bound Nursery Drive, East Bound, West Bound Somerton Road, East Bound, West Bound Beachwood Park, North Bound, South Bound Belmont Avenue, North Bound, South Bound Belmont Park, North Bound, South Bound Sundrive Park, North Bound, South Bound Somerton Park, North Bound, South Bound Churchyard Land, North Bound, South Bound Ardmahon Estate, East Bound, West Bound Hettyfield, East Bound, West Bound Woodview, North Bound Clermont Avenue, South Bound Belvedere Lawn, North Bound, South Bound Tramore Lawn, North Bound, South Bound Rhodaville Estate, North Bound, South Bound Rosebank, North Bound, South Bound Ashdale Park, North Bound, South Bound Loreto Park, North Bound, South Bound, East Bound, West Bound Cross Douglas Road, North Bound, South Bound Capwell Road, North Bound, South Bound</p> <p>For each of the 42 channels above, it is a reasonable expectation that time based scenario modelling be produced by an independent competent body (with no vested interest) using best in class machine learning based techniques to understand the potential range of outcomes that would arise should STC I (2nd) and STC J (2nd) be implemented. The results would present a traffic volume spectrum based on time of day. Additionally, as directed in NTA-C9-1066 this modelling would have to incorporate every permutation of options in STC I (2nd) and STC J (2nd). The results of this modelling should then be presented to stakeholders.</p>	Please see the NTA's response to Issue 13 in this report.	General
J-50	NTA-C14-378	Surveys and Impact Assessments	<p>In summary, the current proposals cannot proceed on any basis as the foundations of analysis presented are inherently flawed and simplistic. The impact of these proposals on the physical and mental health of the residents of these zones must be assessed through careful and independent modelling before any funding can even be considered for STC I (2nd) and STC J (2nd).</p> <p>The lives of young and old depend on everyone doing the right thing for these 42 residential areas. There is no room for error. Detail analysis must be conducted, and the results of this analysis must be shared with the residents and constituents of this</p>	Please see the NTA's response to Issue 13 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			community. Yours Sincerely, Raymond Crowley, MSc		
J-51	NTA-C14-379	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	I am writing with regard to the proposal to convert the Cherrington Reservoir into parking (Map 8 of the STC J plan) . The STC proposal is for this to convert the old reservoir to parking to retain some of the spaces that will be lost along Boreenmanna road. There was community lobbying underway to turn this into a community garden site. I would like to suggest a compromise where the majority of the site is converted to metered parking, and a portion of the site retained to house a small community space, toilet facilities, and a community garden. There is already a shortage of parking to support Beaumont Park and Beaumont National school users, as well as Avondale Football Club, Ballintemple Pitch and Putt, Parc Rinn and Cork Constitution Rugby club. I think converting part of the space to parking makes sense, but equally there is a need for for a community hall for Beaumont Park, and a dedicated community garden would provide amenity for the community.	Please see the NTA's response to Issue 1 in this report. Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 9 in this report.	Cherrington Reservoir/Beaumont Park
J-52	NTA-C14-379	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	The Beaumont Boys and Beaumont Girls National schools on the other side of the park have a shortage of safe drop off areas. Smart planning could include dedicated drop of zone less than 200m from the school gates, which would prevent students from having to cross Beaumont Lawn/Woodvale Road Extra parking would also make the park more accessible during the week, as the dozen car spaces currently available at the end of Woodvale Road are fully occupied by school staff during the week. I have attached a picture of the area showing how you might split the site into parking (green) and community area (yellow). The green area would all be hardstand for cars, and the yellow area might house a community hall, toilet facilities, and perhaps even a modest playground. Splitting the site this way would be a huge win for local clubs, local schools, the local community, and allow for the completion of the Boreenmanna road Bus Connects corridor. Wins all around! Sincerely, John-Paul Lumsdaine [personal information redacted] Woodvale Road, Beaumont	Please see the NTA's response to Issue 1 in this report. Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 9 in this report.	Cherrington Reservoir/Beaumont Park
J-53	NTA-C14-385	Impact on Trees, Greenspaces, Heritage and Character	As a long term resident of Ballinlough and an old age pensioner I strongly object to this proposal. The Boreenmanna Road is already wide enough and to destroy all the trees is outrageous.	Please see the NTA's response to Issue 4 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-54	NTA-C14-385	Safety Concerns	The amount of traffic you are planning to divert through Ballinlough with three local schools in the area will be lethal for the children coming and going to school. The traffic already say school time is chaotic.	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd
J-55	NTA-C14-415	Need for the Scheme	I submit that the STC J route plan Mahon to City Centre and other Planned routes to the city are Over ambitious in it's requirement for such a large bus corridor as has been proposed here.	Please see the NTA's response to Issue 8 in this report.	General
J-56	NTA-C14-415	Support for the Scheme	Making better cycle lanes and safer crossing for pedestrians I totally agree, especially if all footpath anomalies are fixed.	Please see the NTA's response to Issue 12 in this report.	General
J-57	NTA-C14-415	Traffic Disruption, Traffic Diversions and Access Issues	Changes made since round 1 , still does not account or say how the junction of Boreenmanna Road and South Link is going to avoid major delays during peak hours as link road cannot accommodate an extra bus lane at this junction until it is below the Old Blackrock Road bridge.	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd/South Link Rd Junction
J-58	NTA-C14-415	Safety Concerns	The moving of the Crossing at Rockboro School closer to traffic coming of link road is not safe as close to a blind corner. Also this crossing will be lower and less visable from Boreenmanna Road direction. Now the Rockboro school entrance relocation traffic will at peak hours be directly in Bus Corridor.	Please see the NTA's response to Issue 11 in this report.	Rockboro Rd
J-59	NTA-C14-415	Traffic Disruption, Traffic Diversions and Access Issues	The addition of two extra traffic junctions to facilitate the safe crossing of walkers and extra Cycle - Pedestrian crossing on the Boreenmanna Road will in effect actually slow down the Bus Corridor. If this quantity for such a large public transport is envisaged to be required by city council and NTA and Major Money spent disrupting and stressing communities.	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd
J-60	NTA-C14-415	Impact on Trees, Greenspaces, Heritage and Character	A major new Transport system needs to be developed. Designed and delivered without upsetting ecology, environment and disruption to residents and lifestyles over a large of the City.	Please see the NTA's response to Issue 4 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-61	NTA-C14-415	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>As the city has become a major University City and higher education schools. The major routes should therefore be to and from these as the major commercial businesses have found cheaper and more suitable locations away from the city centre.</p> <p>I propose that underground transport systems be seriously investigated with routes east to west.</p> <p>Going from Little Island with Park and Ride, to Blackrock village, Skehard Road in a direct line City then to UCC and onto Cork University Hospital and MTU and even extended out to Ballincollig, with all the appropriate stations underground .</p> <p>One such station being near City center around Anglesea Street being developed with underground shopping malls.</p> <p>I submit this is looking at the real future and potential of Cork City.</p> <p>Kind Regards Tim Watkins</p>	Please see the NTA's response to Issue 1 in this report.	General
J-62	NTA-C14-434	Impact on Trees, Greenspaces, Heritage and Character	<p>Please keep the walled garden space (adjacent Cherrington, Ballinlough Pitch and Putt Club and Beaumont Park) along proposed bus route on Churchyard Lane for the purpose of previously proposed (by residents) a community garden space. I have seen it suggested in Phase 2 of these new plans that it be turned into a car park. What a waste! As residents of the area my wife and family would much rather it be opened and accessible to all as a garden space. It would be a natural follow-on amenity to the great gardening and horticulture efforts currently put forward by the staff and pupils at Beaumont Girls National School, a mere 100 meters away. Allow them the space and inspiration to keep this going. In this age of climate change and food uncertainty, promoting and ensuring spaces for planting and growing is of utmost importance. As a local resident I strongly urge consideration of this point. Thank you.</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-63	NTA-C14-443	Need for the Scheme	<p>Bicycles are an idealistic means of transport that suits one segment of the population only, and a specific environment only.</p> <p>That population segment is single male, < 50 years old, whose only concern is transporting himself from A to B.</p> <p>That environment is a country with a very stable climate, no hills, and absolutely no wind.</p> <p>For the rest of the population, ie the bulk of the population, cycling is utterly unsuitable including:</p> <p>Anyone who does not live within walking distance of a school and would like to get their child there dry,</p> <p>Anyone with small children who has to bring them around on their daily business.</p> <p>Anyone who has to do shopping and bring the goods back home.</p> <p>Anyone who is not 100% physically fit, so that they can manage to cycle up a hill and/or against the wind.</p> <p>Anyone elderly person who cannot afford to risk a fall and would certainly not be able to manage strenuous activity.</p> <p>Anyone who has to get to work looking smart, not drenched from the rain or bathed in sweat, which they will be after cycling up hills or against the wind.</p> <p>Anyone who knows how difficult it is to cycle in the wind and rain, particularly if you are carrying things.</p> <p>In short, anyone who is not a fit single man. The vast majority of the population of Douglas is families and elderly people, the people who are most dependent on cars, for the reasons given above. Buses are also not a very suitable option, because of distances to a bus stop and the difficulty of managing bags, shopping, children, mobility aids, etc.</p>	Please see the NTA's response to Issue 8 in this report.	General
J-64	NTA-C14-447	Impact on Trees, Greenspaces, Heritage and Character	<p>Today I found out that you plan to turn cherrington Reservoir in to a car park, which I think is a disgrace. This is an area blooming with wildlife and plants, the idea of using this for a community garden is much more fitting to the area. Plus this area is used daily to access Beaumont school, the traffic will be an issue with the kids if you get your way.</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-65	NTA-C14-477	Impact on Trees, Greenspaces, Heritage and Character	<p>I object to the proposals for the destruction of Cherrington Reservoir for the following reasons:</p> <p>"Don't it always seem to go, That you don't know what you've got 'til it's gone They paved paradise, put up a parking lot" Cherrington Reservoir was formerly part of the walled kitchen garden of Beaumont House. Its walls are shown on the first edition Ordnance Survey map of the area, meaning that they were constructed before the 1820s. The walls also show features of a later heated glasshouse (boiler access in walls, brick lining). The site requires archaeological investigation and a preservation order pending the results of same. Beaumont lacks any community infrastructure – no meeting hall, or other communal space which would bring our community together. Developing the community garden in Cherrington Reservoir would address this deficiency and greatly improve life for our local community. The conversion of Cherrington Reservoir into a car park will result in the removal of mature trees, some of which have been present since the time of the walled</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			garden. These trees not only add to the aesthetic appeal of the area but also provide valuable habitat for local wildlife. The ivy-clad limestone walls of the reservoir serve as roosting sites for Common and Soprano Pipistrelle bats, which are protected under the Wildlife Acts. By preserving this green space, we can ensure the conservation of local biodiversity and provide a sanctuary for wildlife in an otherwise developed suburban area.		
J-66	NTA-C14-477	Parking	The current lack of information from Bus Connects regarding the operational hours and accessibility of the proposed car park raises doubts about its necessity.	Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 9 in this report.	Cherrington Reservoir/Beaumont Park
J-67	NTA-C14-477	Surveys and Impact Assessments	The completion of the traffic study for the BusConnects routes is still pending, and therefore, there is insufficient data to support the need for a car park at this location.	Please see the NTA's response to Issue 13 in this report.	Cherrington Reservoir/Beaumont Park
J-68	NTA-C14-477	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Parking in bus lanes outside of peak hours could be a viable alternative. Given this option, the provision of additional off-street parking seems redundant and unnecessary. It will be possible to park in bus lanes outside of peak hours, so the provision of compensatory off-street parking is unnecessary as the bus lanes can be used for this, as is the current situation.	Please see the NTA's response to Issue 9 in this report.	General
J-69	NTA-C14-508	Impact on Trees, Greenspaces, Heritage and Character	I am objecting against for the Mahon to City Centre bus corridor. Boreenmanna Road, Ballinlough, Ballintemple, Blackrock and Mahon is full of old walls and history therefore the feel this is taking away all of it and if we don't have or can't see our history we have nothing	Please see the NTA's response to Issue 4 in this report.	General
J-70	NTA-C14-518	Impact on Trees, Greenspaces, Heritage and Character	We are disappointed with the recent proposal to destroy the historic walled garden and replace it with a car park! the trees all along skehard road were removed a few years ago, we have already lost enough nature in this area.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-71	NTA-C14-518	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	A park and ride initiative further out by Mahon point would be a much more clever idea.	Please see the NTA's response to Issue 1 in this report.	Mahon Point

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-72	NTA-C14-518	Impact on Trees, Greenspaces, Heritage and Character	<p>we vehemently oppose this suggestion and had been looking forward to the community garden that was proposed earlier this year for the area. with people having fake grass nowadays, we need to hold onto the little sanctuaries such as the untouched walled garden, supporting a wealth of biodiversity, including the foxes slinking around that area by nightfall.</p> <p>please reconsider the plans, nobody apart from businesses looking for easy profit could possibly support this.</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-73	NTA-C14-519	Impact on Trees, Greenspaces, Heritage and Character	I am against the land in Beaumont Park and proposed community garden being converted into parking to facilitate parking for Cork Con Rugby club.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-74	NTA-C14-519	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Parking has been a shambles there for years, esp on Saturdays, with families exiting cars and crossing a very busy road. Perhaps shuttle buses from several locations would work...it's complicated.	Please see the NTA's response to Issue 1 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-75	NTA-C14-520	Impact on Trees, Greenspaces, Heritage and Character	Please do not turn Beaumont Walled Gardens into a car park. This is a much needed amenity for the Beaumont area & the destruction of it would be appalling in this day & age when we are doing everything we can to improve quality of life, biodiversity & self sufficiency.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-76	NTA-C14-526	Impact on Trees, Greenspaces, Heritage and Character	I would ask the NTA to reconsider the proposed use of the Beaumont Community garden for parking along this route as this is an import community resource that has massive potential to bring a shared experience of sustainable growing and nature for all ages.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-77	NTA-C14-531	Impact on Trees, Greenspaces, Heritage and Character	Please do not destroy Beaumont Community Garden to build a carpark on this route. I ask you to respect not only the nature of the area but the tireless work of those who have cared for the garden. I thank you for reading my submission.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-78	NTA-C14-533	Impact on Trees, Greenspaces, Heritage and Character	I object in the strongest manner to the proposed car park at Beaumont (Cherrington). Whilst I feel sorry for Cork Con and their users, it is not a good solution to damage green, community space for their needs.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-79	NTA-C14-533	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Cork Con has 3 pitches, the one nearest the funeral home is rarely used. That is the better site for the carpark, and it could charge a small entrance fee for a period of time to help recoup costs. Its at the root of bus connects to preserve our natural environment. Turning a community garden into a carpark is not the answer.	Please see the NTA's response to Issue 1 in this report.	Cherrington Reservoir/Beaumont Park
J-80	NTA-C14-536	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Wouldn't it be better to promote actual bus use and have a 'park and ride' out at Mahon Point, there is plenty space in the shopping centre car park itself, as well as in front where the ice rink used to go. People can park there and take the bus to and from matches in Parc Ui Rinn and at Cork Con, as well as the city.	Please see the NTA's response to Issue 1 in this report.	Mahon Point
J-81	NTA-C14-536	Bus Network and Bus Network Redesign	The problem with busses in Cork is NOT bus lanes, or traffic, the problem is that the estimated 'live' times are incorrect or just false. If the busses are late due to traffic, that's fine, but generally the app or board says that they are coming in 3 mins, 2 mins, 1 min, DUE and then it disappears off the LED board and the bus never appears. If a commuter can look at the online or bus stop live timetable and see the genuine times, even if it's 30 mins away, then somebody can get on with their day and plans, and avoid yet another negative experience waiting for Bus Eireann.	Please see the NTA's response to Issue 2 in this report.	General
J-82	NTA-C14-536	Impact on Trees, Greenspaces, Heritage and Character	The historic walled garden off Beaumont Park could be a local treasure if it were opened up to the public, as was planned earlier this year. This suggested proposal to make it into a car park is crushing for local residents. The trees on Skehard Road were all cut down 2 years ago, turning a leafy green suburb into yet more tarmac and concrete with faster cars and more traffic. This isn't the direction we want Cork city to go in. We enjoy having green areas, we like being exposed to all the flora and fauna.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-83	NTA-C14-536	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	There are plenty other options for making the city bus and cycle friendly, beginning with a reliable bus tracking service, a small change like that could alone make a huge difference to the number of commuters.	Please see the NTA's response to Issue 1 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-84	NTA-C14-543	Impact on Trees, Greenspaces, Heritage and Character	I would like to object to the proposed bus corridor on Churchyard Lane/Boreenmanna Road. The trees ect that will be uprooted for this and the proposed NO PARKING on these roads is wrong.	Please see the NTA's response to Issue 4 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-85	NTA-C14-543	Parking	People need to be able to park on these roads, the Funeral Home needs people parking, and the local businesses and also Cork Con. How are people supposed to attend a removal in the Funeral Home, especially elderly or mobility impaired who cannot walk far.	Please see the NTA's response to Issue 9 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-86	NTA-C14-543	Impact on Trees, Greenspaces, Heritage and Character	There is a proposed "car Park" to be put into a green area up by the reservoir which is totally ridiculous. Besides the fact it is too far away, that area is earmarked for a community garden.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-87	NTA-C14-543	Parking	If parking is removed from these areas, cars will be pushed into the adjoining housing estates and will cause even more hardship for local residents.	Please see the NTA's response to Issue 9 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-88	NTA-C14-543	Need for the Scheme	The bus route in to the city on the Boreenmanna Road works perfectly well as it is, and does not need this ridiculous upgrade.	Please see the NTA's response to Issue 8 in this report.	Boreenmanna Rd
J-89	NTA-C14-543	Impact on Trees, Greenspaces, Heritage and Character	The adjoining Beaumont Quarry is home to many flora and fauna, and all these roadworks with their ongoing noise and earth moving will be detrimental to them.	Please see the NTA's response to Issue 4 in this report.	Beaumont Quarry
J-90	NTA-C14-544	Impact on Trees, Greenspaces, Heritage and Character	I am NOT in favour of the proposal to convert a historic walled garden (Cherrington Reservoir) of Beaumont House into a car park. Our local residents association has been working hard for the last 5 years on getting this beautiful space reopened as a much needed Community Garden. There is no communal building in the area and a shared Community Garden would go a long way to providing that for all ages & groups e.g. schools, sports clubs etc. The walled garden contains beautiful limestone walls, mature trees, foliage and nutrient rich soil dating back to the original kitchen garden of the 1800's so it would be an utter shame to follow with the devastation & destruction of all solely to provide more car parking spaces.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-91	NTA-C14-544	Surveys and Impact Assessments	In addition, the path that runs between the walled garden & pitch n' putt club is currently being used as a safe route to school for the local primary schools (#550 children). Conversion of the walled garden to a car park will greatly impair this safe access.	Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 9 in this report. Please see the NTA's response to Issue 13 in this report.	Cherrington Reservoir/Beaumont Park
J-92	NTA-C14-544	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	I question whether the use of public green space for the creation of car parks that will essentially be for the use of private (not municipal) sports clubs is good planning & in the best public interest? Have all options been explored on the spare land that the club already has within their own boundary? While I believe that we need to drastically improve sustainable travel in this very car-centric city I feel that adding more space for cars is counter intuitive to the overall objective. I believe that travel improvements should be hierarchical i.e. first pedestrian & cycling improvements, then public transport i.e. bus & light rail and only when all that is in place, consideration of more car space if needed. 'Build it and they will come' i.e. build more car spaces & you will get more cars! Please keep Beaumont Park fully in tact by retaining the Walled Garden as such or to quote Joni Mitchell - PLEASE DO NOT "Pave paradise & put up a parking lot"	Please see the NTA's response to Issue 1 in this report. Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 9 in this report.	Cherrington Reservoir/Beaumont Park
J-93	NTA-C14-548	Impact on Trees, Greenspaces, Heritage and Character	The walled garden should be preserved. To use as a car park is a crime.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-94	NTA-C14-548	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Cork Con have their own car park & park & ride for matches etc should be from city centre or Mahon Point larger car parks. There should be no park & ride option halfway through the route. It would just encourage people to use cars more & create more bottleneck situations there. Nobody will be driving to churchyard lane to go to city/Mahon Point	Please see the NTA's response to Issue 1 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-95	NTA-C14-564	Impact on Trees, Greenspaces, Heritage and Character	I don't agree with the plan to demolish a walled garden / reservoir at Cherrington / Ballinlough P+P to create off street parking.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-96	NTA-C14-564	Traffic Disruption, Traffic Diversions and Access Issues	Access to this new car park will be across the cycle path and the bus lane. The car park will serve as a draw to people to bring their cars into a residential area in the middle of the bus corridor rather than using park and ride facilities. It will also be a magnet for Páirc Uí Chaoimh match day parking as well as encouraging more cars to be used in the area which already has a number of busy junctions to manage e.g. Ballinlough road, Cork Con, Churchyard lane. Adding another busy point for cars to be crossing lanes completely devalues the bus lane and the cycle lanes. There is no logical reason to encourage more drivers to bring their car to this location and it will lead to more illegal parking in the surrounding area as the car park fills up.	Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 9 in this report. Please see the NTA's response to Issue 14 in this report.	Cherrington Reservoir/Beaumont Park
J-97	NTA-C14-564	Impact on Trees, Greenspaces, Heritage and Character	Additionally the idea of tarmacking over another green area and removing trees, plants and a bat roosting sanctuary to provide more off street parking on a bus / cycle corridor is really short sighted. The Beaumont Residents group have an excellent plan to open up this area as a community garden. I can't see why providing free parking spaces for people to drive into the middle of the community rather than using the bus would trump the plan to open up the area to the public to use as a green area.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-98	NTA-C14-564	Need for the Scheme	If the planners are actually sure that the bus corridor will be successful, then there should be no need to create off street parking hot spots at the expense of a potential public green area and amenity	Please see the NTA's response to Issue 8 in this report.	General
J-99	NTA-C14-571	Bus Network and Bus Network Redesign	It makes no sense to reduce the amount of buses running along the Ballinlough Road from every half hour to just once an hour! Many students & older people in Ballinlough rely totally on this bus service to get them to schools, college, medical appointments etc. in the city. The hilly location of Ballinlough means those with any mobility issues will also be at a huge disadvantage. A reduction in buses along the Ballinlough Road seems totally in contradiction with the whole ethos of Bus Connects! The NTA should revisit this decision as it would be a total loss to the residents here in Ballinlough- more would have to use their cars also - which again is in direct opposition to 'sustainable transport'!	Please see the NTA's response to Issue 2 in this report.	Outside Study Area
J-100	NTA-C14-572	Traffic Disruption, Traffic Diversions and Access Issues	Good Afternoon, I have learned, to my great concern, of the proposed Bus Gate at the junction of Mahon Drive and Avenue De Rennes at peak transport times. My husband and I have been residents of Mahon Drive for a long number of years and now find it very concerning that we will find our ability to leave our home, by car, at peak times, will be restricted. Medical appointments etc would often necessitate that residents leave home at peak times. There is no other way to leave Mahon Drive by car but to enter this proposed Bus Gate. Please respond and let me know how this issue is to be addressed. Yours sincerely, Frances Thornhill	Please see the NTA's response to Issue 14 in this report.	Mahon Drive/Avenue De Rennes Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-101	NTA-C14-582	Impact on Trees, Greenspaces, Heritage and Character	It is being suggested that the site of the decommissioned water reservoir at Beaumont Park and quarry is to be made into a car parking area as part of the new Bus Connects. The reservoir is contained within a historical walled garden that has already been planned as a community garden and it would be a superb addition to the community. I would not be in support of the proposed walled community garden being turned into a car park.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-102	NTA-C14-597	Impact on Trees, Greenspaces, Heritage and Character	The area designated for parking near Beaumont Park (Old reservoir) should be kept as a green space.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-103	NTA-C14-602	Impact on Trees, Greenspaces, Heritage and Character	It has come to my attention that bus connects has future plans for turning the ancient Beaumont walled gardens into a carpark despite the numerous efforts of the local residence association to turn it into a community garden . I am baffled that this proposal was even put through consider the historic value of the wall garden. Last I check Ireland was fierce protective of it's heritage sites. I understand the need for more parking especially for the nearby sports clubs but there has got to be better locations to build it than destroying a thriving ecosystem of plants and wildlife.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-104	NTA-C14-602	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Surely there must be already taken land nearby like abandoned building that would suit better. As far as I'm concerned the community of Beaumont needs a community garden more than it needs another carpark. I speak from experience as I am part of togher community garden and I can say without a doubt it has changed my community for the better.	Please see the NTA's response to Issue 1 in this report. Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 9 in this report.	Cherrington Reservoir/Beaumont Park
J-105	NTA-C14-616	Need for the Scheme	As a resident on the Skehard Road I object totally to these proposals. Bloody cyclists that's all ye can think of. The amount of money paid out for cycle routes and cyclists do not even use them. I am elderly with mobility issues,I have to use my car where do ye expect me to go to. It's a total disgrace proposing to make the green areas that should be made into family parks into car parks. Whoever makes these decisions should be fired. Ye have destroyed the City and now trying to destroy the suburbs.	Please see the NTA's response to Issue 8 in this report.	Skehard Rd
J-106	NTA-C14-618	Support for the Scheme	Firstly to confirm I am supportive of the proposed cycle lanes and bus lanes and am a regular cyclist and have no objection to make to them.	Please see the NTA's response to Issue 12 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-107	NTA-C14-618	Impact on Trees, Greenspaces, Heritage and Character	The basis of my objection is as follows: As a resident of Beaumont I was greatly looking forward to the planned use of this historical site as a community walled garden. Until now we have lacked a central community centre with which to meet. The planned community garden was going to be a key central area for our residents of all ages to meet and collaborate on the development of the gardens. The schools (both located within 100m of the garden) were planning on using it as a safe, secure gardening space. Residents of all ages would have used it for a varied gardening purposes. To get a car park into this existing walled garden will result in the historical walls > 200yrs old being knocked to get access and also impact the existing Pitch & Putt site (for which I am also a member). Aside from the historical value of the last remaining walled garden in Cork City being removed, there will be a significant environmental impact with a valuable green space, with old tree specimens, wildlife incl bats all being displaced. Putting in a large concrete car park conflicts with the whole ethos of Bus Connects where people should instead be using public transport and bikes, as opposed to driving cars and parking up right outside their destination.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-108	NTA-C14-618	Surveys and Impact Assessments	The proposed car park development will be at a very significant cost given the gradient of the existing site - on several levels, the removal of the existing tower etc etc. It would appear there has been no cost analysis completed to weigh up the cost / benefit. The proposed car park will likely only be used < 5% of the time given the priority for parking is over a 3hr period on a Saturday morning (representing just 1.7% of the week) for the neighbouring sports ground. If developed into a car park, which is heavily under utilised, it has the potential for becoming a location for anti social behaviour. Unless this proposal can be reversed we will loose a key historical site and valuable amenity in our neighbourhood for the benefit of additional car parking at significant cost.	Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 9 in this report. Please see the NTA's response to Issue 13 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-109	NTA-C14-623	Impact on Trees, Greenspaces, Heritage and Character	<p>Green Spaces for Health strongly opposes the proposed conversion of the walled garden at Beaumont into a car park. The walled garden is a heritage site dating back to the 19th century and should be protected. It currently harbours wildlife; it is a place of extensive habitat for insects, mammals, birds. The soil is rich, the ground having served as a domestic garden for decades.</p> <p>There is an existing plan to situate a community garden within the walled garden. This plan has been in motion for some time, Jo Goodyear, local botanist and originator of the community garden plan has been in correspondence with both Green Spaces for Health and Cork City Council Parks Department. Everything was ready to proceed.</p> <p>Our work at Green Spaces for Health is to support the setting up of community gardens. This walled garden presents an ideal location for a community space, the enclosing walls afford protection from wind and frost as was the original purpose of walled gardens. Furthermore this is a place of cultural significance, the connection with food growing goes back hundreds of years. The revival of the location as a garden once again for food growing is significant. The potential to research the culinary history of this site and demonstrate what this garden was composed of in former times is a unique way to connect with the past. Walled gardens are not common in the city; where they are open to the public they are places of immense attraction. For example the walled gardens at Fota, Ballymaloo, Glebe House, etc</p> <p>There is no community garden currently Beaumont, it makes absolute sense to locate one in this walled historic space. To cut down all the vegetation in here, to concrete over the surface, to breach the walls to accommodate cars, to deny the garden its true future, its revival as a space for nature and people to flourish would be a travesty.</p> <p>The objective of bus connects is to have less cars on the road so we have a cleaner healthier city, and can reduce our emissions. Turning this walled garden into a car park completely undermines this objective. Destroying a green space to support car use flies in the face of the very intention of bus connects.</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-110	NTA-C14-627	Support for the Scheme	Fully support the Rockboro Road closure, this forms an attractive amenity for both pedestrians and cyclists.	Please see the NTA's response to Issue 12 in this report.	Rockboro Rd
J-111	NTA-C14-627	Traffic Disruption, Traffic Diversions and Access Issues	Some concerns with regards to the connection from Rockboro Rd to Boreenmana Rd for cyclists.	Please see the NTA's response to Issue 14 in this report.	Rockboro Rd
J-112	NTA-C14-627	Support for the Scheme	Fully support the bi-direction cycle lane on the Boreenmana Road	Please see the NTA's response to Issue 12 in this report.	Boreenmana Rd

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J-113	NTA-C14-627	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	but I'm concerned that several sections in Map 3, 5, 8 where the lane switches from bi-directional to single bike lanes and further down the line encourages bad habits among cyclists to stick to the side that they're on and potentially go the wrong way on the bike lane for the sake of convenience. Also encourages cyclists to continue along the road where the single lane ends, forcing them to share with motorised traffic on busy days (unless they're turning left). One big advantage of keeping the cycle lane bi-directional is that it can also be used by emergency vehicles if there congestion.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-114	NTA-C14-634	Need for the Scheme	Hello, I am working as a [personal information redacted] Mahon. Whilst I am aware of the profound affect a more connected Bus route will have for Cork City, what is being proposed for Mahon is dat and quite frankly unworkable. There is very limited parking on Avenue Des rennes as is, by widening the footpath you are hindering residents. A no right hand turn outside Gaelscoil mhachan is crazy. That right hand turn is crucial to the people of Mahon as its the clearest route to all the services available to the parish. Also by preventing cars from going down avenue des rennes as in proposed you are really cutting schools off from the community. I urge you all to reconsider this proposal. Regards Dave McCarthy	Please see the NTA's response to Issue 8 in this report.	Mahon Drive/Avenue De Rennes Junction
J-115	NTA-C14-636	Support for the Scheme	I welcome the initiative to improve sustainable transport options as proposed.	Please see the NTA's response to Issue 12 in this report.	General
J-116	NTA-C14-636	Impact on Trees, Greenspaces, Heritage and Character	However I have grave concerns about the proposal to turn the walled area around the old water butt into a car park area. This is an area of historic and ecological note and local residents are proposing for some time to develop this into a walled garden area. The impact of putting a car park here would be of limited benefit - mainly to people bringing children to rugby training on a Saturday morning, people attending removals at a private business premises and GAA match goers. This car park would remove the incentive to make use of alternative sustainable forms of transport rather than making unnecessary car journeys.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-117	NTA-C14-636	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	- Many Funeral homes have no local on street parking and still operate effectively. As a resident of this area for over 40 years I can assure that training in Cork Con has been accessed for many years by children on bicycles and on foot - it is in recent times that this changed turning the road into a car park on Saturday mornings. the improvements in bus access to the area will make it more practical for match goers to travel to games by bus. For those living outside the city availing of city car parks and bus to pairc ui rinn and pairs ui caoimh is a viable option. This is common in most cities around the world with big match venues with strong public transport links.	Please see the NTA's response to Issue 1 in this report.	Churchyard Lane/Boreenmanna Rd Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-118	NTA-C14-636	Need for the Scheme	There is no demand for such a car park outside of these situations which would leave an unnecessary empty tarmac space. There is a risk that this could attract antisocial behaviour.	Please see the NTA's response to Issue 8 in this report.	Cherrington Reservoir/Beaumont Park
J-119	NTA-C14-636	Impact on Trees, Greenspaces, Heritage and Character	Development of a walled garden area would be a benefit to local biodiversity, and a resource for local schools. The historic link to Beaumont House of this walled garden area is a valuable one in maintaining our links to our past. I respectfully request that this proposal is reconsidered.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-120	NTA-C14-646	Impact on Trees, Greenspaces, Heritage and Character	I would NOT be in favour of the proposal to use the historic walled garden at the (now disused) Cherrington reservoir (off Churchyard Lane) for off-street parking. I would very much be in favour of its development as a community garden in conjunction with the local residents. To put parking within such an important zone for biodiversity would be totally wrong and a great loss to the community. Developing parking at this site would increase vehicular movements crossing a footpath used by schoolchildren attending the two Beaumont schools, and increase the risk for walkers accessing the public park or the pitch and putt club via the pedestrian laneway.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-121	NTA-C14-648	Impact on Trees, Greenspaces, Heritage and Character	I object to the proposal to make Cherrington Reservoir a car park. This beautiful historical walled space is home to many species and we should protect the biodiversity and nature of this space. The Blackrock residents have been working for years to access to this space and use it to teach the fundamentals of ecology and create a community space.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-122	NTA-C14-662	Impact on Trees, Greenspaces, Heritage and Character	<p>This observation is in relation to the proposal to turn Cherrington Reservoir on Churchyard Lane into a car park. Cherrington reservoir is a beautiful garden with a history dating back to the 1800's in Blackrock. In recent years the local resident's have petitioned for this area to be turned into a community garden which would be a wonderful addition to the area. As this area was originally a walled garden for Beaumont House (previously on the site of Beaumont School), there is an abundance of plants and trees growing in there which are over 300 years old. The site is split level and also contains the (now out of use) concrete reservoir. The residents had already been allocated several thousand Euro in grants for the maintenance of the site and the installation of poly tunnels etc.</p> <p>Turning this into a car park would be a terrible use of this site:</p> <ul style="list-style-type: none"> * The reservoir is split level and contains a concrete reservoir - the cost to demolish, level and resurface would be in the millions. * It would mean the destruction of countless indigenous wildlife and plants. * The walled garden was built in the 1800's and a section of this would need to be knocked for the access. * Many members of the surrounding area were involved in securing the community garden and it will not have their support. * Cherrington Estate residents are against the site being changed into a car park. * There is a perception that this is a 'land grab' by Cork Constitution RFC to get a car park for bus coaches despite the sale of land belonging to the club previously for housing and 	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

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			<p>having existing land (adjacent to their spare pitch) for parking at present. * Ballinlough Pitch & Putt will be adversely affected by the construction of the car park and the loss of land/car spaces for the construction. * This could potentially lead to an increase in antisocial behavior which has been on the rise in the area. * The nearby schools would find massive value in a closed off, secure community garden to teach children and as a safe place to bring children with learning difficulties. * With our need to live more sustainably and to support biodiversity, the idea of leveling an existing historic garden for a car park for vehicles is contradictory. * If the main driver for this is to support Cork Constitution RFC on match days or Pairc Ui Rinn, a park and ride solution would be far more environmentally friendly.</p>		
J-123	NTA-C14-686	Parking	<p>Following on from our previous submission with regards to the above, we now wish to object to the new proposed scheme on the basis of two cycle lanes on the north side of the road directly outside our residence. This will impact us greatly in that we cannot park all household vehicles within our residence, some of which are electric. With the present arrangement, we use on road parking which will not be available due to the cycle lanes. This will also have a major impact on Ashton School and Sports facilities.</p>	<p>Please see the NTA's response to Issue 9 in this report.</p>	Boreenmanna Rd
J-124	NTA-C14-687	Impact on Trees, Greenspaces, Heritage and Character	<p>I strongly oppose the proposed conversion of the walled garden at Beaumont into a car park. The walled garden is a heritage site dating back to the 19 century and should be protected. It currently harbours wildlife; it is a place of extensive habitat for insects, mammals, birds. The soil is rich, the ground having served as a domestic garden for decades. There is an existing plan to situate a community garden within the walled garden. This plan has been in motion for some time, Jo Goodyear, local botanist and originator of the community garden plan has been in correspondence with both Green Spaces for Health and Cork City Council Parks Department. Everything was ready to proceed. Our work at Green Spaces for Health is to support the setting up of community gardens. This walled garden presents an ideal location for a community space, the enclosing walls afford protection from wind and frost as was the original purpose of walled gardens. Furthermore this is a place of cultural significance, the connection with food growing goes back hundreds of years. The revival of the location as a garden once again for food growing is significant. The potential to research the culinary history of this site and demonstrate what this garden was composed of in former times is a unique way to connect with the past. Walled gardens are not common in the city; where they are open to the public they are places of immense attraction. For example the walled gardens at Fota, Ballymaloo, Glebe House, etc There is no community garden currently Beaumont, it makes absolute sense to locate one in this walled historic space. To cut down all the vegetation in here, to concrete over the surface, to breach the walls to accommodate cars, to deny the garden its true future, its revival as a space for nature and people to flourish would be a travesty. The objective of bus connects is to have less cars on the road so we have a cleaner</p>	<p>Please see the NTA's response to Issue 4 in this report.</p>	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			<p>healthier city, and can reduce our emissions. Turning this walled garden into a car park completely undermines this objective. Destroying a green space to support car use flies in the face of the very intention of bus connects.</p>		
J-125	NTA-C14-700	Support for the Scheme	<p>A chara, I am a nearby resident and generally in support of the proposed changes for cycle lanes and bus lanes.</p>	Please see the NTA's response to Issue 12 in this report.	General
J-126	NTA-C14-700	Impact on Trees, Greenspaces, Heritage and Character	<p>My objection relates solely to proposed use of Cherrington Reservoir / Beaumont Walled Garden as a car park. There has been much excitement in the area about the prospect of using this historical site as a community walled garden. It is already a valuable area for established trees and wildlife, including bats. It is a lovely place and ideally suited for to be a community space due to its proximity to schools and the walls which enable it to be kept secure. It is my understanding that funding is available to clear the space and install polytunnels. Placing a car park into this garden will result in both the destruction of these historical walls and local biodiversity. There is already parking in the area. I have seen some organisations stating more parking is needed, but taking this space from an enthusiastic local group who want to share with the public to place another strip of asphalt down so private companies can have overflow parking is a ridiculous argument. It also has the potential for becoming a location for late-night and anti-social behaviour. If the BusConnects plan is looking to create sustainable public travel and amenities for all, it seems absurd to demolish a historic environment for a few more car spaces. Encouraging people to use bikes and busses on the new corridors created is surely a better answer than encouraging them to drive along behind a bus.</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-127	NTA-C14-709	Impact on Trees, Greenspaces, Heritage and Character	<p>Please do not touch Cherrington Reservoir walled Garden. We have been working towards this being a community garden for years now and are finally on the verge of realising it.</p> <p>It is an oasis of wildlife in the centre of an otherwise built up area. It has amazing biodiversity as it is but once developed as a community garden it will be a place to consolidate community as well as educating the young.</p> <p>If you use it for a car park what message are you giving future generations - that we are willing to sacrifice the planet for the convenience of the car.</p> <p>If this is what we say - we are all doomed.</p> <p>The centre of Cork City is a concrete dessert - what is the urgency to bus people into it. The future lies in Community and discovering that we are all one - that what we do to the earth we do to ourselves.</p> <p>Tonight I visited the walled garden with my daughter, son-in law and [personal information redacted] granddaughter. They were so impressed by the natural beauty, wildlife and biodiversity there and were appalled to think that anyone was considering paving it over. It reminded them of the 1970's song by Joni Mitchell: "They've paved paradise and put up a parking lot" Do you really want this to be your legacy to the people of Cork. Another line of the song says " Only goes to show that you don't know what you've got till it's gone..." These lines would make great Newspaper headlines if you decide to deprive us of our long awaited Community Garden.</p> <p>I protest in the strongest way to you paving over our Community Garden that we have fought and waited for, for so long now.</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-128	NTA-C14-710	Support for the Scheme	<p>A Chara,</p> <p>In response to your revised proposal, I wish to point out my observations to the bus connection corridor for Route J.</p> <p>While the new revised plans are very welcome and much improved for the residents living on the roads to be utilised for dedicated buses and cycling,</p>	Please see the NTA's response to Issue 12 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-129	NTA-C14-710	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>there still seems to be a disconnected understanding of what happens currently on the road.</p> <p>The new revision places new bus stops at new points which are of concern. It would make more sense to place the bus stops at their current locations. Page 32 of the drawings placing new stops in very close proximity to a busy petrol station should be revised to move back down to the current bus stop locations and service the ballinlough park better. Furthermore, with the advent of a planned new school for Ballintemple NS on the road, bus stops and crossing at the school to access the park for amenities within it would be of vital importance.</p> <p>The new drawings also need in my opinion to have another crossing point at pairc ui rinn and at Elderwood avenue or near Glencoo park so that the bus stop locations there (already existing) can be met by all who need it and avail of it currently.</p> <p>Many residents feel that a cycle lane breaking in 3 places will prove difficult for cyclists. Perhaps a dedicated continuous cycle lane would be better.</p> <p>While some progress is said to have been made to address the pinchpoint at the end of the road to join the south link, much congestion still remains here and needs further scope for improvement for all who are accessing the city.</p> <p>It would be very helpful for a final view of the maps that will be proposed to the Planning Authorities to be shared again with the public.</p> <p>Many thanks for your considerations.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd/Cherry Court Junction
J-130	NTA-C14-711	Safety Concerns	<p>I am writing to raise concerns to Phase 2 plans for Boreenmanna Rd, map 5. (While the retention of most of the trees on Boreenmanna Rd is very welcome I do hope that the NTA will liaise with Cork City Council's Tree Conservation Officer.)</p> <p>Of most concern is the proposed location of the Toucan Crossing outside the houses [personal information redacted] Oakfield Lawn. There will too much activity located in this particular part of the road - cars, cyclists and pedestrians exiting Cherry Court, immediately coming on to the crossing, immediately after this is the entrance to the Maxol Service Station and then the exit from Maxol - in between the entrance and exit will be a new bus stop. This is an accident waiting to happen. There are too many exit and entry points in one small physical space. Between cars overtaking or buses accelerating it is not a safe crossing for residents in this area.</p>	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd
J-131	NTA-C14-711	Impact on Trees, Greenspaces, Heritage and Character	<p>Re Beaumont Community Garden - I wish to object to the proposed car park in Beaumont Walled Garden. This is an historic site which the residents of Beaumont have, since 2018, endeavoured to create a community garden. Beaumont Residents Assoc have plans to return this area to its original use of vegetable and flower gardening for the benefit of the community. I cannot understand how the NTA would even contemplate creating a car park in an area with such a rich history, of environmental importance, an area rich in biodiversity and an amenity for all the community. It defies logic.</p>	Please see the NTA's response to Issue 4 in this report.	Boreenmanna Rd/South Link Rd Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-132	NTA-C14-714	Impact on Trees, Greenspaces, Heritage and Character	<p>I have read of the proposed phased 2 bus connects plan. I am deeply opposed to replacing the walled garden in Beaumont with a car park. Without laying a finger on the walled garden it is a natural, space without the interference of humans where nature can thrive. The decline of wildlife and especially Irish birds is well documented. Why do Cork city council have to contribute further to this decline. If further development occurs to restore the area back to a walled community garden it has the potential to offer a unique environment that promotes creativity and community among all ages and abilities as well as physical and mental health. There is only one walled garden in Beaumont, there are lots of car parking spaces. What if people must walk a short distance to their destination. Save what is rare and unique.</p> <p>We should be working to preserve the green spaces. The thought of bulldozing this area, disturbing the wildlife and pouring concrete over it for car parking is senseless. I feel very strongly about preserving the walled garden at Beaumont and will maintain my opposition to this proposed car park.</p> <p>Regards, Edel Burke</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-133	NTA-C14-715	Parking	<p>To whom it may concern, I am a concerned resident and parent at the proposal to turn Beaumont Walled Garden k/a Cherrington Reservoir into a car park. Beaumont Schools have a super Travel Plan in place where traffic is not allowed up to the school and instead designated safe drop off zones are in place to allow children to Park and stride to school and avoid driving up to the school. By putting a large car park and an access road across the current safe footpath into this new car park, it jeopardises the future use of the existing Pitch and put car park as a safe drop off zone and ultimately jeopardises the existing travel plan.</p>	Please see the NTA's response to Issue 9 in this report.	Cherrington Reservoir/Beaumont Park
J-134	NTA-C14-715	Impact on Trees, Greenspaces, Heritage and Character	<p>Equally, I understand the signing of a lease on the walled garden and the plan to hand it back to the residents for use as a key amenity was very close to completion (within weeks). This would return the current site to its original use and preserve it for generations to come. It is the last remaining walled garden in the the city. What a shame to loose all that for the sake of car parking which I fear would be only used occasionally. Outside of that I fear a new car park would foster increased anti social behaviour.</p> <p>I appeal to you, reconsider this.</p> <p>Thank you, David Chaloner</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-135	NTA-C14-722	Bus Network and Bus Network Redesign	<p>As someone who paid € 400 in parking fees from the beginning of December until the end of January 2023 because I could not rely on the 215 bus to arrive on time or on a couple of occasions to arrive at all, I feel National Transport need to prove to me that they can</p>	Please see the NTA's response to Issue 2 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			provide a Reliable Service before they start dismantling our road structures and our way of life !		
J-136	NTA-C14-722	Impact on Trees, Greenspaces, Heritage and Character	I am appalled at the plan to create additional parking in Beaumont Walled Garden ! This oasis is an important resource for the mental health and well being of the local population ! I remember instances where Cork City Corporation/Council ripped out graveyards and put car parks in their place that kind of disrespect for our dead and in this case for social history and the health and mental well being of our population needs to be stopped !	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-137	NTA-C14-734	Support for the Scheme	Thank you for reconsidering and not destroying almost every tree and garden on our street as previously planned.	Please see the NTA's response to Issue 12 in this report.	General
J-138	NTA-C14-734	Impact on Trees, Greenspaces, Heritage and Character	However, my concern for the roadside trees continues. If the current plan is implemented, a substantial portion of branches will have to be removed from many of the trees to accommodate the height of double decker buses. Currently, these branches are protected by the onstreet parking which keeps buses and tall trucks in a central position on the road. The proposed single cycle lanes are far narrower which moves the road position of the tallest of vehicles significantly closer to the footpath/trees.	Please see the NTA's response to Issue 4 in this report.	Boreenmanna Rd
J-139	NTA-C14-734	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	This is one of the reasons why we suggested a double cycle lane on one side and parking on the other.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-140	NTA-C14-734	Impact on Trees, Greenspaces, Heritage and Character	Large portions of the offroad side of many of the trees are already cut to avoid overhead wires. If the roadside is also cut, there will be little left. The trees will suffer badly and many may die. Incidentally, those that do survive will also look ridiculous. The bus lanes will not improve journey times on Boreenmanna Road and do not justify damaging the trees.	Please see the NTA's response to Issue 4 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-141	NTA-C14-735	Parking	<p>Very little parking provision has been made for residents, let alone visitors, trades people, home care etc. The few provisions which have been made are positioned at either end of the road, with nothing at all in the 1km between.</p> <p>One simple example of why this plan doesn't work; there are more residences between Benadette Way and the South Link Junction currently using onstreet parking, then the 13 spaces allocated next to Rockboro primary school, presumably for those houses. This can only lead to animosity between neighbours over those few sacred spots. This is just one area on Boreenmanna Road that absolutely requires more parking facilities.</p> <p>I was informed by a member of the NTA that parking will be permitted in bus lanes at non peak times. Residents who park on the road outside their homes will have to move their cars for a few hours morning and evening....to where?</p>	Please see the NTA's response to Issue 9 in this report.	Rockboro Rd
J-142	NTA-C14-735	Traffic Disruption, Traffic Diversions and Access Issues	<p>This enormous inconvenience to locals won't solve peak time traffic issues as the South Link Junction is the ONLY point of congestion on the Boreenmanna Road and has not been properly addressed by the NTA. A bus lane will not improve bus journey time on Boreenmanna Road therefore removing onstreet parking is unnecessary.</p>	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd/South Link Rd Junction
J-143	NTA-C14-736	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>The suggestion has previously been put forward by residents that bike/bus lanes are positioned on one side of the road allowing for parking/drop-off areas on the other.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-144	NTA-C14-736	Parking	<p>The current plan encompasses both sides of the entire length of Boreenmanna Road. I was informed by a member of the NTA that there will be no problem as parking will be permitted in bus lanes at non peak times. How can this be considered a resolution? There are numerous schools positioned along the Boreenmanna Road and all children are dropped to school DURING PEAK TIME. Many secondary school students who do extra curricular activities are also picked up during peak times.</p> <p>There is also a creche, a doctors surgery, a funeral home, and several sports facilities, all for which parking and/or drop-off facilities are essential both outside of AND during peak times.</p> <p>Allowing parking during non peak times makes the bus lanes redundant for most of the day. This would suggest that these bus lanes are far from essential. In effect all of the disruption and inconvenience caused by this plan will be for something that is utilised for just 4 hours a day.</p>	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-145	NTA-C14-736	Traffic Disruption, Traffic Diversions and Access Issues	In reality a bus lane would only be efficient for a short distance on the approach to the South Link Junction as this is the ONLY point of congestion. A bus lane the entire length of Boreenmanna Road will not reduce bus journey times but without doubt, will create access issues for businesses and schools.	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd/South Link Rd Junction
J-146	NTA-C14-737	Bus Network and Bus Network Redesign	At our meeting last year, Mr. Hugh Creegan and co. agreed that the topography of the area makes the Boreenmanna Road bus (215a) totally inaccessible to many Ballinlough residents. We were informed by Mr. Creegan that the 215 bus (which is by far the busier of the two) would remain on the Ballinlough Road. We were not informed that the frequency would be reduced to once an hour, thus forcing passengers who can manage the hills to walk to the Boreenmanna Road bus stops anyway. Or if they can't manage the hills, to change their schedule altogether.	Please see the NTA's response to Issue 2 in this report.	Boreenmanna Rd
J-147	NTA-C14-738	Need for the Scheme	Is this plan really in the best interest of the local residents and road users? If the NTA listened to either group it would acknowledge that this plan creates a multitude of problems and solves very little. The only apparent benefit is that cyclists will be safer using a dedicated lane. Apart from that, it will cause animosity between neighbours over parking. It will create 'rat runs' in residential areas that are now quiet and safe for children to play. It will necessitate major cutback of the trees. It causes untold problems for parents dropping kids to school and patrons of local businesses and facilities. These are only some of the larger issues. This plan is a totally unnecessary disruption and a waste of state funds.	Please see the NTA's response to Issue 8 in this report.	General
J-148	NTA-C14-738	Traffic Disruption, Traffic Diversions and Access Issues	If the NTA legitimately wants to improve traffic flow between Skehard Road and Cork city, then it needs to address the real issue. The South Link Junction needs to be entirely redesigned having done some actual research on traffic using the route. If any comprehensive research had been undertaken the NTA would know that apart from speeding (including buses) this is the ONLY issue on the Boreenmanna Rd. A dedicated bus lane on Boreenmanna Road will not improve journey times.	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd/South Link Rd Junction
J-149	NTA-C14-740	Impact on Trees, Greenspaces, Heritage and Character	It has come to my attention, through the tireless effort of local councillors and residents groups, that the NTA intend to pave over the old Beaumont reservoir to use as a car park for the local sports facilities and funeral home. This location was once a large walled kitchen garden. There are original fruit trees still thriving within the large historic walls. The local community were nearing the end of 5 years of negotiations with the city council to have this location turned back into a garden/conservation area for the Beaumont community. This is yet another example of the NTA trying to commandeer green spaces to concrete over, ironically in the name of 'sustainability'.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-150	NTA-C14-740	Parking	If parking spaces remain on the Boreenmanna Road this destruction of local heritage, the historic walls, gardens and nature in general would be unnecessary. Note: this location is too far from the funeral home anyway as many who attend are elderly.	Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd
J-151	NTA-C14-744	Need for the Scheme	This "sustainable transport corridor" will only ever serve ONE route. While the cycle lanes for this route are justified and sustainable the bus lane is not . There is very little land left to develop in the Mahon area, and there are no adjoining areas which could require a bus service in the future. Thus, completely negating the need for a 'bus corridor' on Boreenmana Road.	Please see the NTA's response to Issue 8 in this report.	Boreenmanna Rd
J-152	NTA-C14-744	Bus Network and Bus Network Redesign	The bus corridors in Dublin have many separate routes converging on them. For example, the 46a (Dun Laoghaire sevice) does well over 100 trips per day alone and shares the majority of its route with MANY other services. It is also necessary for these bus corridors to operate throughout the day. The proposed bus lanes on Boreenmanna Road will only be used during peak traffic hours as even the NTA consider them unnecessary the rest of the time. With the current timetable each lane will carry a maximum of EIGHT BUSES PER DAY.	Please see the NTA's response to Issue 2 in this report.	Boreenmanna Rd
J-153	NTA-C14-744	Traffic Disruption, Traffic Diversions and Access Issues	Even if the frequency of buses is significantly increased, the lane will never carry enough traffic to justify the amount of disruption it will cause in the local area. As a frequent bus user who does not drive I can attest there are many problems with the bus service in Cork City, but delays on Boreenmanna Road is not one of them.	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd
J-154	NTA-C14-744	Support for the Scheme	Unlike the bus lanes, if designed well, the cycle lanes stand to carry significantly more traffic and will be used at all hours of the day which indeed makes them sustainable and worthwhile.	Please see the NTA's response to Issue 12 in this report.	General
J-155	NTA-C14-745	Need for the Scheme	Many suggestions have been made to the NTA to help improve the bus journey time on the Mahon route without destroying the locality. In reality, any solutions which include bus lanes on Boreenmanna Road are irrelevant. There are zero conjection issues EXCEPT at the South Link Junction, which has not been addressed well going by the NTA map (and was conveniently omitted from the Route J YouTube video produced by the NTA.)	Please see the NTA's response to Issue 8 in this report.	Boreenmanna Rd/South Link Rd Junction
J-156	NTA-C14-745	Traffic Disruption, Traffic Diversions and Access Issues	The junction needs to be completely redesigned for it to function efficiently. This is the only point on the Boreenmanna Road where a bus would need to avoid the regular traffic lane to speed up journey times. A bus lane on the rest of Boreenmanna Road is totally unnecessary and will not reduce the bus journey time.	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd/South Link Rd Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-157	NTA-C14-746	Inadequate Consultation and Public Information Campaign	I have still received NO notification about the NTAs plans for my area from the NTA. Surly 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.	Please see the NTA's response to Issue 5 in this report.	General
J-158	NTA-C14-750	Traffic Disruption, Traffic Diversions and Access Issues	I object to restrictions on Avenue De Rennes.	Please see the NTA's response to Issue 14 in this report.	Mahon Drive/Avenue De Rennes Junction
J-159	NTA-C14-751	Inadequate Consultation and Public Information Campaign	The NTA website and submission process are still far too complicated. Not everyone is computer literate to the degree needed to sign up to or navigate a website of that scale. This has deterred many members of the community from making submissions. Neither of my parents or several of their friends will be attempting to make submissions in this round as they had so many difficulties last time. One has been locked out of their NTA account entirely. A simple notification in the post with a postal address or website navigation instructions would have been welcome, but it seems the NTA want to make it as difficult as possible to keep numbers down. My parents submissions would have mentioned all the same points as everyone elses from the Boreenmanna Road area. Parking, schools, trees, the South Link junction and that a bus lane will not improve journey times on Boreenmanna Road.	Please see the NTA's response to Issue 5 in this report.	Boreenmanna Rd
J-160	NTA-C14-751	Need for the Scheme	My parents submissions would have mentioned all the same points as everyone elses from the Boreenmanna Road area. Parking, schools, trees, the South Link junction and that a bus lane will not improve journey times on Boreenmanna Road.	Please see the NTA's response to Issue 8 in this report. Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-161	NTA-C14-751	Issues Logging Submissions	<p>Im writing this as I try to use the submission portal. I wrote the above and my other 'observations' in a word document with the intention to copy/paste it into the submissions portal. If I has not done so I would have lost everything I wrote. I have now spent over 2 hours trying to get any of my submissions to register. I followed the instuctions to press the 'add to submission' button (which seemed odd anyway) and nothing happened til it eventually showed an error notification. I did this several times. I eventually discovered I have to hit 'save and review' before finding a 'submit now' button that actually works. Although I did not know for certain that it worked for another hour when I eventually recieved an email stating that my submission had been registered. It will not allow me to add new submissions so I have to close the website and start from scratch for each. Before all this, the site would not accept the the password I had specifically written down due to it having FIVE requirements. (Is this level of security really necessary to give an opinion on a road!?) So I had to wait for an email with new password which was also very slow to arrive.</p> <p>I fully intend to email my submissions via 'contact us' just to be sure.</p> <p>This whole process had been incredibly frustrating. This is arguably the most overly complicated website, registration and submission process I have ever endured. And I am now solidly convinced it is a deliberate deterrent to keep numbers down.</p>	Please see the NTA's response to Issue 6 in this report.	General
J-162	NTA-C14-767	Support for the Scheme	<p>At the outset again I reiterate that I am in favour of the overarching aim of Bus Connects to reduce car dependency and improve public transport. It is with that in mind that 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. 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.</p>	Please see the NTA's response to Issue 12 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-163	NTA-C14-767	Inadequate Consultation and Public Information Campaign	<p>Before commentating on the individual corridors I wish to again seek some latitude from the NTA on the consultation period. Over €1.2 million has been spent to date on the public consultation process, to extend it further would not be a material cost. I believe the traffic data and modelling should be published and the deadline of May 25th either extended or reopened upon publication of that data to allow citizens make a further submission with the data incorporated to their submissions. That is vital.</p> <p>I support the motion by my Labour Party colleague, Cllr John Maher, and passed by Cork City Council, for a third round of consultation before entering the statutory process. On the general matter also 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.</p> <p>Peter Horgan Labour area representative for Cork City South East</p> <p>In the first round of proposals, the NTA included time savings with the implementation of corridors as proposed. This was not supplied in Round 2. Such a time savings would be useful to understand the rationale behind each of the corridor proposals.</p>	Please see the NTA's response to Issue 5 in this report.	General
J-164	NTA-C14-767	Surveys and Impact Assessments	<p>Route J Mahon to City Centre Pg50: How does the NTA enforce a one way system in Mahon Point?</p>	Please see the NTA's response to Issue 13 in this report.	Mahon Point
J-165	NTA-C14-767	Surveys and Impact Assessments	<p>Pg 49: Why is there a bus lane installed with no discernible benefit on Estuary Drive. Starts and ends in a matter of metres.</p>	Please see the NTA's response to Issue 13 in this report.	Estuary Drive
J-166	NTA-C14-767	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>Pg39 Please remove the pole in the middle of the cycle path just after the Bessboro Road junction heading towards SuperValu on the Left</p>	Please see the NTA's response to Issue 1 in this report.	Skehard Rd
J-167	NTA-C14-767	Alternative Infrastructure Options and	No right turn marker to allow residents turn into Clontarf safely?	Please see the NTA's response to Issue 1 in this report.	Skehard Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
		Requests to Add Additional Links, Features or Make Changes to the Proposals			
J-168	NTA-C14-767	Impact on Trees, Greenspaces, Heritage and Character	Pg35 I am strongly against the proposal to turn the water tower at Beaumont into a car parking space. Residents have worked to create this into a community garden and that effort should not be undermined by car park spaces. What engagement has taken place with Cork City council and the operation of the Black Ash Park and Road for big match events to alleviate parking? That is a more sustainable solution in my mind that cementing over a historic piece of the area.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-169	NTA-C14-767	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Pg 34 I do not see the rationale for a signalised junction here. Rather it would be preferable for zebra crossings/toucan crossing to be installed rather than a signalised junction in full.	Please see the NTA's response to Issue 1 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-170	NTA-C14-767	Support for the Scheme	Pg 32 I am in favour of the enhanced crossings outlined here	Please see the NTA's response to Issue 12 in this report.	Boreenmanna Rd
J-171	NTA-C14-767	Need for the Scheme	Pg 30 From Wallace's Avenue Junction to Clontymon Lawn I do not understand still the need for a dedicated bus lane in this area, especially as there is no alternative for cars belonging to residents who have no driveways to go. The net result will be estates clogged with cars parked. I wish for further engagement in this specific area with residents to take place on viable alternatives.	Please see the NTA's response to Issue 8 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-172	NTA-C14-775	Impact on Trees, Greenspaces, Heritage and Character	The argument of losing trees and 'historic' walls does not make sense. The trees can be replanted elsewhere if they even need to be removed and the walls can be rebuilt in a new location following the widening of any road.	Please see the NTA's response to Issue 4 in this report.	General
J-173	NTA-C14-775	Support for the Scheme	I feel it unjust that the unsubstantiated opinions of the few can disrupt the opportunity to benefit thousands along that the use the route currently. The days when there is any backlog on the south ring, the overspill of traffic onto the mahon / skehard road / boreenmana road and south link is ridiculous. If more busses were available, less cars on the road, less chance of a backlog which leads to fewer emissions. Similarly with dedicated bike lanes. I don't understand the opposition to this by some	Please see the NTA's response to Issue 12 in this report.	General
J-174	NTA-C14-802	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Please find the submission from the Board of Management of Scoil Iósaf Naofa, Ballintemple N.S. attached below. The BoM of Ballintemple School makes the following suggestions to the proposed BusConnects plan: 1. This is the location of a new school currently in the preliminary design phase and part of the NDFA Project Lee school bundle. There will be circa 500 pupils and 30 staff, and it is proposed that school entrance will be where the existing entrance is located. This needs to be included in the next phase of the BusConnects design. 2. Extend the side-by-side cycle path to finish beyond the western end of the school site. Thus both cycle lanes will be on the north side of Boreenmanna Road for the full width of the school frontage and to the east of the school also. 3. Move the Toucan crossing at the east of the school, to be at the school, or the western one to the western side of the school. 4. We request that a bus stop be located nearer to the school gate	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-175	NTA-C14-803	Impact on Trees, Greenspaces, Heritage and Character	I have just learnt about Bus Connects plans to turn the historical Cherrington Reservoir / Beaumont Walled Garden into a car park. I believe this is ridiculous and totally Anti Environment and contravenes our transport plan where we should be encouraging more walking and cycling and use of public transport.....not encouraging more car use and car parks. Please please reconsider.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-176	NTA-C14-822	Impact on Trees, Greenspaces, Heritage and Character	I am NOT in favour of the proposed conversion of the Cherrington Reservoir Walled Garden off Beaumont Park into a car park. This heritage site should be returned to its former glory as a much needed Community Garden in the Beaumont area.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-177	NTA-C14-833	Need for the Scheme	<p>Submission – Boreenmanna Road Residents Group (BRRG) – Post Public Consultation 21.04.23 - Submission following BusConnects Cork Discussion (Corridor J-Mahon to City Centre), held on the fringes of the Public Consultation Open Day, Rochestown Park Hotel, Cork, on Friday 21st April 2023.</p> <p>In attendance: Con Kehely (BusConnects) & BRRG Reps</p> <p>Proposals Suggested:</p> <p>1. It was identified by the Reps present that the main traffic congestion issue occurs only at peak times, at the junction between Boreenmanna Road and South City Link Road, where traffic entering the City backs up on the Link Road from the Parnell and Brian Boru Bridge crossings, thereby causing delays for Boreenmanna Road traffic seeking to enter the South City Link Road, exacerbated by the lack of traffic flow management at this point. Given, that for the bulk of the day traffic flows freely on the Boreenmanna Road raises the question as to whether there is a need for a dedicated Boreenmanna Road bus lane at all, this fact was highlighted to the officials present. As we are directly impacted by the preferred route, defining the problem statement as it relates to the Boreenmanna Road is important because this determines the form, fit and function of any optimal solution. Kindly forward these aspects of the Bus Connect initiative as soon as possible.</p>	<p>Please see the NTA's response to Issue 8 in this report.</p>	Boreenmanna Rd
J-178	NTA-C14-833	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>In recognition of this fact, it was proposed by the BRRG Group that in advance of implementing a costly and disruptive solution (to environment/residents/community), to a problem that does not present major difficulties, and one which if implemented would create major disruption, and safety issues to the residents and service users of the area, consideration might be given, in the first instance, to changing the Boreenmanna Road/South Link Road junction as outlined below.</p> <p>2. It was suggested that the entrance to Rockboro School be changed to create 2 slip roads to provide more ready access to the South City Link Road for traffic going south.</p> <p>3. It was proposed that the lane lay-out at the junction of Boreenmanna Road and the South City Link Road be changed to - 1No. bus lane (near the traffic lights) and 2 car lanes, utilising some of the green area at the junction to facilitate same.</p> <p>4. To support this initiative it was suggested that the traffic lights at the South City Link Road- Boreenmanna Road junction be moved back in the southern direction to facilitate yellow boxes, in order to stop the South Link Road traffic jamming up the junction area.</p> <p>5. In support of this improved traffic management approach it was proposed that buses would have priority over cars at this junction during peak hours. Priority bus times 7.00am – 9.30am & 4.30pm – 6.30pm.</p> <p>6. To facilitate cyclists and all road users, it was proposed that a Double Bike Lane be created on the north side of Boreenmanna Road, all the way from the junction of Boreenmanna Road with Rockboro Road to the Silver Key. This would negate the need for constant crossing from right to left hand side of road for cyclists and would somewhat facilitate the schools, sports clubs and funeral home drop-offs that are a feature of this road. Boreenmanna Road is home to six sports clubs/facilities and four schools. Given the</p>	<p>Please see the NTA's response to Issue 1 in this report.</p> <p>Please see the NTA's response to Issue 4 in this report.</p> <p>Please see the NTA's response to Issue 9 in this report.</p> <p>Please see the NTA's response to Issue 14 in this report.</p>	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			<p>wide ranging ages/profiles of school, sports and funeral services users, it is vitally necessary to have safe set-down and pick-up facilities for these services. If there are gating factors preventing a continuous double bike lane on the north side of the road from being implemented please flag these factors.</p> <p>7. It was highlighted by the Group that there is huge potential for “The Quarry” and “Old Reservoir” areas of Church Yard Lane, Boreenmanna Road, to facilitate a move to a more complete solution that is both environment and community sensitive, one which aims to achieve a balance between environmental needs, community needs and traffic management needs.</p> <p>It was suggested that- together the Quarry and Old Reservoir areas could be redeveloped to act both as a community amenity, with walking areas, external gym and cycle facilities and a community support with a sports related parking facility, and the development of a Park and Ride facility that would keep cars from entering the City Centre by the provision of a small cost neutral electric bus fleet servicing the City Centre.</p> <p>This proposal would not only provide the intermittent parking required for matches (Cork Con; Páirc Uí Rinn; Avondale United; Ballinlough Pitch & Putt Club) and funerals, but would put safety at its' core, while also alleviating pressure on the Boreenmanna Road. Such an initiative could act as a Community Travel Hub, a first in class in terms of providing an integrated traffic management solution that meets users' needs and is environmentally sensitive and sustainable.</p> <p>As the Group most impacted by the original BusConnects Inner Corridor J proposals, it is requested that the above listed matters be given full consideration.</p> <p>The BRRG value and appreciate the established and continued cooperation with the NTA-BusConnects Cork Corridor J Team on revised proposals and look forward to feedback on the above in advance of final plans being identified.</p>		

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-179	NTA-C14-841	Impact on Trees, Greenspaces, Heritage and Character	<p>Dear Bus Connects,</p> <p>I am dismayed to learn that you are proposing to use the walled garden at Cherrington Reservoir for the purposes of parking.</p> <p>We have waited for this community garden for years and now that it is finally ready to be used I heard that you are thinking of taking it away from us to use as a car park.</p> <p>I visited it the other night and realised just how ideal it is for a community garden - with its high walls and micro climate.</p> <p>It would be a great place for the community to gather - a place to involve our children and grandchildren. Having lived for over 40 years in this area I am looking forward to seeing it developed as a garden. We owe it to future generations to give them back some green space and an opportunity to engage in planting vegetables etc. Unless our children can engage in this way with nature and the outdoors they will fail to protect the planet.</p> <p>Keeping this garden is totally in line with the UN Sustainable Development Goals: Strategic Objective 2 of the Irish Government is: To integrate the SDGs into Local Authority work to better support the localisation of the SDGs GOAL 11: "Make cities and human settlements inclusive, safe, resilient and sustainable GOAL 15: "Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss"</p> <p>We were promised this land for community use - specifically a community garden and to protect the bio-diversity of this space..</p> <p>We have worked towards this community garden in line with Goals 11 & 15 above. The whole community are finally engaged in this project. The delay in using it was due to a Japanese Knotwood problem This has now been resolved- so we are ready to go. We have sourced an eco friendly herd of goats to clear the land and hope in time to use the old reservoir as a community / educational space.</p> <p>Were you to deny the people of Beaumont & Blackrock this opportunity to develop this garden at this time, it would be a hugely retrograde step - directly contrary to GOAL 15 above.</p> <p>I ask you sincerely not to proceed with this proposal of paving over a beautiful space - rich in biodiversity.</p> <p>Thank you for your attention to my concerns</p> <p>Sincerely Michael Foulds</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-180	NTA-C14-843	Need for the Scheme	<p>There is no need for a bus lane from the city on Boreenamanna Road towards Mahon. There is never traffic heading out of the city. This is a complete waste of public funds.</p>	Please see the NTA's response to Issue 8 in this report.	Boreenamanna Rd
J-181	NTA-C14-843	Support for the Scheme	<p>I do accept that a bus lane is needed from the Maxol garage into town.</p>	Please see the NTA's response to Issue 12 in this report.	Skehard Rd

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J-182	NTA-C14-843	Parking	Cars that currently park on Boreenamanna Road will now have to park on the roads in adjoining parks which will completely take from their amenity value. Families live in these parks and their use of the roads outside their houses will be completely taken away. Where are all the cars going to park for matches in Pairc Ui Chaoimh, Pairc Ui Rinn, O'Connors funeral home and Cork Con? These are facilities used by thousands of Cork people. This plan is completely flawed and will not work and has not been thought out and needs to be reconsidered.	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd
J-183	NTA-C14-843	Surveys and Impact Assessments	A new bus stop is proposed for beyond the junction of Crab Lane. This is dangerous as it will block the view of traffic coming down from PAirc Ui Rinn and will cause an accident. It is also proposed in a location that looks directly into the Bedrooms and patio area of a house that has already had much of its garden removed by a previous CPO.	Please see the NTA's response to Issue 13 in this report.	Boreenmanna Rd/Crab Lane Junction
J-184	NTA-C14-843	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	The existing bus stop does not look in on anyone's garden and is perfectly safe and should not be moved.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-185	NTA-C14-846	Impact on Trees, Greenspaces, Heritage and Character	I am concerned about the proposal to turn the Cherrington Reservoir into a carpark. As a local resident, I would love to see the plans for a community garden come to life. This would be a wonderful opportunity to promote biodiversity in the area and create opportunities for social interaction between different generations in the community. I think it would be a wonderful space for everyone to spend time in nature, and to teach children about gardening.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-186	NTA-C14-846	Parking	As a parent of a child in [personal information redacted] school, I am not in favour of a new carpark, as it will lead to the loss of a safe drop off point for children in the primary school. I am also concerned that it will lead to increased school traffic congestion around the school.	Please see the NTA's response to Issue 9 in this report.	Cherrington Reservoir/Beaumont Park
J-187	NTA-C14-846	Impact on Trees, Greenspaces, Heritage and Character	The heritage value of the walls is also an important point, and it would be a real shame to lose this historical structure to build a carpark. Orla o Callaghan Hettyfield Downs, BEAUMONT	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-188	NTA-C14-858	Support for the Scheme	The decision to retain the vast majority of the trees on Boreenmanna Road and the backing down of CPO-ing of small garden units is welcome. The sustainable compromise reached with the resident's group is positive.	Please see the NTA's response to Issue 12 in this report.	Boreenmanna Rd
J-189	NTA-C14-858	Inadequate Consultation and Public Information Campaign	Many residents though in the western part of the road are still very much in the dark of plans for local parking and how the narrow Rockboro Road to the South Link will be widened.	Please see the NTA's response to Issue 5 in this report. Please see the NTA's response to Issue 8 in this report. Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd
J-190	NTA-C14-858	Impact on Trees, Greenspaces, Heritage and Character	Beaumont Walled Garden: As part of the phase two plans, a proposal has now appeared to turn the interior of the historic 19th century walled garden space adjacent Cherrington, Ballinlough Pitch and Putt Club and Beaumont Park into a car park for the area. In recent years a number of residents have expressed the view that such a space would (once again) make a fine community garden space, and should be rejuvenated as such. The project had even been developed to a point of a physical plan with Cork City Council. So it is very disappointing that after years of idea development that this important community project could now be possibly shelved and that damage would be inflicted on a historic walled garden. I ask that this community garden project be allowed progress.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-191	NTA-C14-879	Impact on Trees, Greenspaces, Heritage and Character	I have been involved in community gardens in my area and have seen the benefits to the community as a whole -people and wildlife. There is an ongoing understanding and interest in creating a balance between our busy lives and having shared garden spaces. Plus the pressing need to protect biodiversity. There is a dominance of green spaces in the form of sports grounds which are fine if you're into sport. But for others the community a garden is a fantastic space for working together to meet people -share knowledge about biodiversity and growing trees and plants. Cherrington is unique in that it already has so much habitat established within its walls (ivy for bats) and the walls themselves create a microclimate suitable for growing fruit for the community. In fact the limestone wall facing the pitch and putt club would be considered heritage as well as home to many insects. To flatten the site if was simply lying idle would be a bad idea but the the fact that a community garden group have been planning and waiting for the opportunity to use this space is utterly unjust.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-192	NTA-C14-879	Need for the Scheme	The planned use for car parking is ironic considering ye are constructing the bus lanes to encourage less car usage!! I travel that road a lot and I see the need for parking is sporadic.	Please see the NTA's response to Issue 8 in this report.	Cherrington Reservoir/Beaumont Park
J-193	NTA-C14-879	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Cork Con rugby being in need of parking in the evenings which could surely be constructed within their own extensive grounds. There are better solutions and maybe not pandering to the car users is the only way to create the cultural shift necessary to get people using buses.	Please see the NTA's response to Issue 1 in this report.	Cherrington Reservoir/Beaumont Park
J-194	NTA-C14-879	Impact on Trees, Greenspaces, Heritage and Character	Also the demolition, removal and disposal of the reservoir structure itself is both an extreme engineering expense and has environmental implications. So probably not the most economically viable option either.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-195	NTA-C14-884	Need for the Scheme	I believe this proposed bus route would create an adverse infrastructure dilemma to the general public and residents along this route. The proposed route is going along the Boreenmanna road where there is never a traffic jam at peak times and certainly not at quieter times during the day.	Please see the NTA's response to Issue 8 in this report.	Boreenmanna Rd
J-196	NTA-C14-884	Impact on Trees, Greenspaces, Heritage and Character	The proposal would see a bus lane and cycle route that would result in a big environmental impact by cutting down the beautiful mature trees along the route.	Please see the NTA's response to Issue 4 in this report.	General
J-197	NTA-C14-884	Surveys and Impact Assessments	A bus stop is proposed near to Crab Lane on the Boreenmanna road and this would result in a danger to traffic coming from Crab Lane onto Boreenmanna road as well as to school children and school traffic using this area to cross the road as well as lack of privacy to the residents at the stop.	Please see the NTA's response to Issue 13 in this report.	Boreenmanna Rd/Crab Lane Junction
J-198	NTA-C14-884	Parking	The lack of parking in the area will be a huge adverse factor to residents, visitors and the many thousands of match going visitors to Pairc Ui Chaoimh, Pairc Ui Rinn and Cork Con and of course funeral visitors to Ballintemple Funeral home.	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd
J-199	NTA-C14-884	Need for the Scheme	I believe this plan would be to the detriment to this already developed area and destroy its many beautiful stone walls, trees and safe public areas along this route.	Please see the NTA's response to Issue 8 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-200	NTA-C14-907	Impact on Trees, Greenspaces, Heritage and Character	<p>Please see the uploaded document</p> <p>Beaumont Community Garden / Cherrington Reservoir - STC J Mahon to City Centre Phase 2 proposals</p> <p>We are writing with regard to the site known as Cherrington Reservoir which lies between Ballinlough Pitch & Putt Club and Cherrington Estate just off Boreenmanna Road. This site is owned by the City Council Water Department. Bus Connects proposes to use the site as offstreet parking as shown on Map 8 of STC J Mahon to City Centre Phase 2 proposals. Since 2015, Cork Nature Network have managed Beaumont Quarry for recreation and wildlife use. It is a site owned by the City Council and holds a Red data species plant Geranium purpureum. It has areas of calcareous grassland, a rare habitat and one of which we have prioritised management practices. We also work with Beaumont Residents Association (BRA) on the site and are working to encourage connectivity of adjacent sites for the benefit of wildlife, linking areas for foraging for bats, birds and invertebrate species. Beaumont Quarry is in close proximity to the above site.</p> <p>Cherrington Reservoir was formerly part of the walled kitchen garden supplying Beaumont House (burned down in the 1920s) with food. Its limestone walls are shown on the first edition Ordnance Survey map of the area, meaning that they were constructed before the 1820s. The quarry was land owned by the Beamish family who owned Beaumont House, and much of the rock was used for the construction of some of Cork City's important buildings such as St Finbars Cathedral, Bewick Fountain and the Courthouse. There is a historical significance to both sites that should be protected for our heritage.</p> <p>The ivy-clad limestone walls provide roosts for Common and Soprano Pipistrelle bats (protected under the Wildlife Acts 1976-2021) which also feed in this area. This means that Cherrington Reservoir is of significant local nature conservation value and provides a refuge for wildlife in a very developed suburban area. It is very important to Beaumont Quarry as bats forage grounds.</p> <p>The commitments of the Irish Government in the National Biodiversity Plan and Climate Action Plan to address the decline in biodiversity should be acknowledged and acted upon. Cork Nature Network do not agree with this proposal due to the points raised above and due to the</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			presence of bats and their importance in Beaumont Quarry, their protected status should be fully recognised and in addition, the connectivity of the site to Beaumont Quarry is of high importance for green space and biodiversity in Cork City.		
J-201	NTA-C14-924	Safety Concerns	Firstly a Positive. Currently, the proposed route is already a busy road and the residents of Cherrington (almost opposite Ballinlough Road) have no way for pedestrians to cross the road safely. Pedestrians either have to walk on the road to the crossing by the Silver Key, or, If the pedestrian exiting Cherrington does not wish to walk on the road, they have to cross the busy road without any assistance from a proper crossing. This is unacceptable - residents of Cherrington range from little children to old age pensioners and all in between. It is an accident waiting to happen, particularly when cars pick up speed coming down the	Please see the NTA's response to Issue 11 in this report.	Cherrington Reservoir/Beaumont Park

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Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			hill by Cork Constitution Rugby Club. The timeline proposals mean that something has to be done, even if temporary before the plan is fully implemented.		
J-202	NTA-C14-924	Impact on Trees, Greenspaces, Heritage and Character	Secondly, at a time when we should be trying to conserve green space and encourage positive community values, I have to fully oppose a proposed plan to turn what is currently a concrete reservoir and surrounding ground into a car park. This can be found on Map 8 and is by the Ballinlough Pitch & Putt Club. The ground itself is part of the interior of an historic 19th century walled garden and as such a project has already been developed to turn this space into a community garden space. This is far more befitting and it beggars belief that this plan could be overturned to make way for a car park. It is wholly unacceptable.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-203	NTA-C14-924	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Where GAA games and concerts take place, use should be made of the existing Black Ash Park & Ride space with buses available to take car owners and passengers from there to the stadium. Simply paving over another space is very much a retrograde step.	Please see the NTA's response to Issue 1 in this report.	Outside Study Area
J-204	NTA-C14-925	Traffic Disruption, Traffic Diversions and Access Issues	24th May 2023 Observations 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.	Please see the NTA's response to Issue 14 in this report.	General
J-205	NTA-C14-925	Traffic Disruption, Traffic Diversions and Access Issues	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 14 in this report.	General
J-206	NTA-C14-925	Traffic Disruption, Traffic Diversions and Access Issues	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 14 in this report.	General
J-207	NTA-C14-925	Bus Network and Bus Network Redesign	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	Please see the NTA's response to Issue 2 in this report.	General

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			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.		
J-208	NTA-C14-925	Parking	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 9 in this report.	General
J-209	NTA-C14-925	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	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, Busses 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 1 in this report.	General
J-210	NTA-C14-927	Support for the Scheme	Submission to National Transport Authority regarding Cork sustainable transport corridors - Cork Bus Connects Route J I live on the proposed preferred route for Cork Bus Connect Route J (Mahon to City Centre Centre) and I am very aware of the benefits of the delivery of an accessible, integrated transport network for the Cork Metropolitan area. I appreciate the consideration given to the local community's concerns following the first round of public consultation,	Please see the NTA's response to Issue 12 in this report.	General
J-211	NTA-C14-927	Surveys and Impact Assessments	but I feel that I must express some further concerns in relation to the revised proposed preferred route for Cork Bus Connect Route J (Mahon to City Centre Centre). On observing the traffic flow on Boreenmanna Road I find it is consistently free flowing with few hold ups that would slow down public transport access. Are dedicated bus lanes required on almost the full length of this road on the inbound side towards the city centre and on the sections of the outbound route shown? Could they only be created where the build-up of traffic requires? Could you provide the traffic survey data on which the proposed bus lanes are currently deemed to be required?	Please see the NTA's response to Issue 13 in this report.	Boreenmanna Rd
J-212	NTA-C14-927	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	The only hold-ups I have observed are around school opening and closing times which could be alleviated if "controlled drop off zones" were created so that children from the schools in the area can be dropped to designated points which would allow safe access to the school grounds.	Please see the NTA's response to Issue 1 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-213	NTA-C14-927	Traffic Disruption, Traffic Diversions and Access Issues	<p>The only consistent major traffic pinch point on Boreenmanna Road is where it meets the City Link on the inward journey from Mahon to City Centre centre. I see nothing in the revised proposals that would alleviate this issue. Could road layout and traffic flows be further examined at this junction?</p> <p>In relation to BusConnects Route I (Maryborough Hill to city). If the bus gate on the South Douglas Road is deemed to be required, could it be trialled to establish its effectiveness and, for those of us living in Ballinlough, the impact it will have on traffic flows on Boreenmanna Road and the Ballinlough area?</p> <p>I would appreciate greater engagement between the National Transport Authority and stakeholders and I look forward to hearing from you in due course.</p>	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd
J-214	NTA-C14-929	Support for the Scheme	<p>General comments applicable to overall scheme.</p> <p>I am in generally in favour of the sustainable transport corridor (STC) concept as mentioned in my previous submission in the last round of consultation. As referenced in the introduction of BusConnects Cork Sustainable Transport Corridors, "CMATS is about creating a liveable city and connected communities by giving everybody the opportunity to access sustainable public transport options, along with radically improved cycling and walking infrastructure. There are several key words in that statement and I am happy to see things retained as well as improvements since the emerging routes round of consultation, but there are still improvements to be made. Within are my suggestions for improvement.</p> <p>My submission focusses on the Route J – Mahon to City Centre Centre (STC J) as my family lives and mainly functions on this route (or within 1k off this route) for daily routines such as school and work trips, shopping, sports, leisure and recreation. However several of my points would also apply generally across the whole Cork BusConnects scheme.</p>	Please see the NTA's response to Issue 12 in this report.	General
J-215	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>*GENERAL · Where you have shared space, e.g., Rockboro Rd, please do something about the road materials. Introduce an distinct road surface to visually indicate a shared space (Ref DMURS and Advice Note 2) · I also expect shared space like this to be a 20kph or less zone? How will this speed limit be achieved with traffic calming engineering?</p>	Please see the NTA's response to Issue 1 in this report.	Old Blackrock Road

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J-216	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>*GENERAL · All crossings adjacent to cycle lanes should be Toucan type with cycling and PED delineation.</p> <p>*GENERAL</p> <ul style="list-style-type: none"> · Places where the cross section shows 1.5m cycle lane is sub-standard and not in accordance with the NCM even if considered single file only. · Narrow width cycle lanes will discourage use for safety reasons. Especially with double decker busses going by at 50kph. · Is the plan to make the Boreenmanna Rd 30kph? I would agree with reducing it to 30kph. · Details are needed on the height differences between the footpath, cycle lane and bus lane. · Is there a need for the drop from the footpath to the cycle lane? · If the drop from the cycle lane to the bus lane is too low will debris end up on the cycle lane from general traffic and buses? Consideration should be given on how routine maintenance will be performed to clean the cycle lane. Ideally there is protection from the bus lane, i.e., verge. 	Please see the NTA's response to Issue 1 in this report.	General
J-217	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>*GENERAL · I am delighted to see the island-type bus stops as I asked for these on the Skehard Rd, but they were not implemented. That being said, it is poor design to narrow the cycle lane at this point. (where are is the cross section for this narrowing?) This double narrowing and chicane on approach to bus stops:</p> <ul style="list-style-type: none"> o Pushes all cyclists towards buses and other traffic. o Will have the most impact on people using adapted cycles, mobility devices, trikes, etc. o Distracts from pedestrians crossings o Will be worse in icy weather. <p>*GENERAL</p> <ul style="list-style-type: none"> · All lights should have PED and CYCLIST sequence (and indication) or bicycle head start sequence. Currently, despite only being completed in the last year, Skehard Rd Ph3 does not have either of these. 	Please see the NTA's response to Issue 1 in this report.	Skehard Rd
J-218	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>GENERAL · I assume from the grey across entrances to / exits from estates mean they are raised tables to prioritize PED crossing and slow down drivers entering and exiting? Thank you. It seems that for through roads you have not use raised tables (red circle). I would suggest you do use them at all entrances like this one which is a rat run. · As currently shown, there are no PED crossings considering where the vehicle stop lines are drawn? (red circle) · I commend the reduced radii.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-219	NTA-C14-929	Impact on Trees, Greenspaces, Heritage and Character	<p>GENERAL · Keeping on street parking for houses that have private parking in lieu of removing (new) trees?</p>	Please see the NTA's response to Issue 4 in this report.	Skehard Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-220	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	GENERAL · *Throughout the scheme, the full span of the cycle lanes are shown with delineation (painted). I appreciate that this is shown through junctions as well. I hope delineation of the full route will be realized. · Show delineation where two lane crosses to single lane	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-221	NTA-C14-929	Safety Concerns	GENERAL · How will the two way counterflow cycle lanes be protected (physical separation) from the counter flow traffic?	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd
J-222	NTA-C14-929	Law Enforcement Concerns	· How will parking on the cycle lanes be prevented during matches?	Please see the NTA's response to Issue 7 in this report.	Boreenmanna Rd
J-223	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	*STC J - MAP 1 · Consider building a parallel, replacement PED and cycling bridge while keeping the existing bridge open to prevent a potential long closure period of this route. Or build new bridge off-site and replace over a short period, i.e., night/weekend. · Widen the new bridge (i.e., 5+m) and provide delineation to prevent PED and cyclist conflict. · I suspect that a lot of vehicle traffic takes Rockboro Rd from the Old Black Rock Rd heading in the northern direction and to head south to connect back on to South Link Rd. Making it local access only is a nice idea, but I am not sure how it will work in practice. Cycling I would normally head left (blue arrow) on Old Blackrock Rd to get to town. It is more direct and it is downhill. I would consider this new route if it were done well, direct and safe. I do not think that I would head over the bridge and down Hibernian Rd if I were coming from Gasworks Rd as it is up hill. It might be an attractive option for those to safely access Shalom Park or to get to the Marina, so in theory, I like it if it is safe and designed well. · This junction should be a raised table type with PED and cyclist priority. A crossing is needed for those exiting Rockboro Rd as the footpath end on the southern side of the bridge heading west. This exit and entry onto Old Blackrock Rd from Rockboro Rd is a primary access route for PED and cyclist to get to/from the city from Boreenmanna Rd. Reduction of driver speed here is key with hard engineering. I commend the shorten radii. You might need some other measures to prevent parking on the footpath here. See general comment about shared space.	Please see the NTA's response to Issue 1 in this report.	Old Blackrock Road

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-224	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	STC J - MAP 2 · *This is a critical area that needs a lot of attention and good design. This is the main connection for PED and cyclist from Boreenmanna Rd into the city and the main place that buses get held up heading into the city. · *The Bus stop should be moved back east. Why would someone get off the bus at the South Link and walk back? · *Also move the existing crossing back towards Castlegreina Park. This saves the tree as well. People on foot and bike tend to cross the road before the existing crossing to connect to the Old Blackrock Rd. · Make Castlegreina Park entrance/exit a raised table · *Why keep the vehicle access to the Boreenmanna Rd/Rockboro Ave off west bound traffic on Boreenmanna Rd? Make that quite road for local access only from Old Blackrock Rd. · *The apex at Boreenmanna Rd and Rockboro Ave should be well design for prioritization of safe, direct PED and cyclist permeability. There should be cycling and PED separation. · *The bus connection onto the Southlink should have bus priority light sequencing. This will be one of the only places a bus heading west on Boreenmanna Rd will get held up. This is the most important bus design element in my opinion for this route.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-225	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	STC J - MAP 3 · 5 lanes of traffic not needed headed east or 4 lanes headed West. Makes for unnecessarily long crossing times for PED · Thank you for the protected junctions for cyclist turning East from Victoria Rd and West from Wallace's Ave.	Please see the NTA's response to Issue 1 in this report.	Boreenmanne Rd/Victoria/Wallace's Avenue Junction
J-226	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	STC J - MAP 5 · Make toucan crossing in front of the park.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-227	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	STC J – Map 5 · There are driveways here. You might have put the crossing in a drive. Unless you are removing the wall and drive and making the entrance from cherry court?	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd/Cherry Court Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-228	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	STC J - MAP 7, 8 · *Turning lanes not required at either junction. This will reduce the crossing distance. · *Mature trees or other hard engineering required here (map 7) to prevent parking on the green space during matches and funerals. · *Junctions should include cycling light priority. · Protected junctions for cycling straight on and turning appreciated. · *Consider cycling and PED access to the park and also a route to Beaumont school at this junction (Map 7). · *Currently there is on-street parking for funerals and matches. This includes parking up on green spaces and parking in cycle lanes. I am not sure how this is prevent in the future without hard engineering or strict enforcement. · *Otherwise it is generally not a busy area and traffic flows smoothly. · Does the Ballinlough Rd junction need to be signalized? · Toucan crossing (red circle) · Why no delineation or protected junction for cyclist turning on Ballinlough Rd from Chruchyard Lane?	Please see the NTA's response to Issue 1 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-229	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	STC J - MAP 9 · *Junction should include cycling light priority. · *I suggest that here is where the east bound bus lane should start. Until this point, it is unnecessary. · *Possibly the west bound bus lane is only needed here to get though the junction with priority. · Are all the turning lanes required at the junction of Silverdale Drive? Makes for long PED crossing	Please see the NTA's response to Issue 1 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-230	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	STC J - MAP 11 · *Junction should include cycling light priority. · Protected junctions appreciated. · Narrowing of cycling lane around bus stop unnecessary	Please see the NTA's response to Issue 1 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-231	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	STC J - MAP 12 · *Junction should include cycling light priority. · Protected junctions appreciated. · Happy to see all the turning lanes into the estates removed.	Please see the NTA's response to Issue 1 in this report.	Skehard Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-232	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>STC J - MAP 13 · *I commend the protected junction. · *I am not sure busses turning left onto Skehard from R852 will be able to make that turn. (issue previously and not this seems tighter) · *Is bus lane heading toward Mahon necessary? Can the trees be spared on the east side of the road?</p> <p>STC J - MAP 14, 15 · *Junctions should include cycling light priority. · Protected junctions appreciated · Cycling delineation turning across junctions appreciated.</p> <p>STC J - MAP 16 · *Cycle lane should have verge/median between cycle lane and bus lane. Driver speeds on this section are very high.</p>	Please see the NTA's response to Issue 1 in this report.	Mahon Link Rd
J-233	NTA-C14-929	Safety Concerns	STC J – Map 17, 19 · Why all the sudden shared space at junctions with PED and cyclist?	Please see the NTA's response to Issue 11 in this report.	Jacob's Island
J-234	NTA-C14-929	Need for the Scheme	*STC J - MAP 13,18, 22, 23 · Are bus lanes required here (East of CSO)?	Please see the NTA's response to Issue 8 in this report.	Ringmahon Road
J-235	NTA-C14-929	Safety Concerns	STC J - MAP 19 · *Cycling through and cross junction is not clear.	Please see the NTA's response to Issue 11 in this report.	Mahon Drive/Avenue De Rennes Junction
J-236	NTA-C14-929	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	STC J – Map 22, 23 · No cycle lane provision?	Please see the NTA's response to Issue 1 in this report.	Ringmahon Road
J-237	NTA-C14-931	Impact on Trees, Greenspaces, Heritage and Character	<p>Dear Madam/Sir,</p> <p>I would like to add my voice in protest at BusConnect's proposal to convert the walled garden at Cherrington Reservoir on Boreenmanna Road, Cork, to a car park.</p> <p>I have lived in Hettyfield Downs, Beaumont for the past forty years. My husband [personal information redacted] and I raised our family of six children very happily here. We have observed 'the field' outside our front door evolve into the wonderful Beaumont park that is enjoyed by all the community, families, dog walkers, sports enthusiasts, and the children</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			<p>from Beaumont schools. Travel restrictions during the pandemic opened many eyes to the beauty right in front of us.</p> <p>However, what we lacked was a hub, a central point where members of the community could gather to meet, engage, congregate, play, and eventually create a garden and even grow fruit and vegetables together! From its original historic purpose as the walled garden to the former Beaumont House, the soil within the garden walls is still superbly suited to horticulture.</p> <p>As a long-term member of the Beaumont Residents Association Committee, I fully supported the Association's plan to acquire and develop the grounds at Cherrington Reservoir for the purpose of creating a community garden. This would be our hub! Approaches were made to the Water Department of the City Council almost four years ago and on the basis of promises made we, applied for and secured funding to develop the site as a community garden. However, knotweed and the pandemic years added to delays in getting the keys.</p> <p>Hearing recently that our beloved community garden was to become a car park was a devastating blow. On every level, this proposal is wrong, whether social, environmental, community, or moral, and must not go ahead. It is in your hands now. You must make the right decision...</p> <p>I believe you will, sincerely,</p> <p>Mary Gibbons O'Reilly</p> <p>Sin</p>		
J-238	NTA-C14-932	Support for the Scheme	<p>Submission to National Transport Authority regarding Cork sustainable transport corridors - Cork Bus Connects Route J</p> <p>I live on the proposed preferred route for Cork Bus Connect Route J (Mahon to City Centre) and I am very aware of the benefits of the delivery of an accessible, integrated transport network for the Cork Metropolitan area. I appreciate the consideration given to the local community's concerns following the first round of public consultation,</p>	<p>Please see the NTA's response to Issue 12 in this report.</p>	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-239	NTA-C14-932	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>but I must express some further concerns in relation to the revised proposed preferred route for Cork Bus Connect Route J (Mahon to City Centre Centre). In the case of the preferred Route J, could you confirm if any research been done on creating a park and ride in the Mahon area with access to the South Link Road? Surely, we must consider reducing the number of cars entering the city centre by giving a sustainable, speedy and dependable alternative. Electric buses could take users from the park and ride to the city centre via Route J and the South Link Road. If more viable, smaller electric buses could be used during off-peak hours. Subsidised bus fares would also make this an attractive option. There is already a dedicated cycle/walking greenway from Mahon to the Marina. Could finishing this route to the city centre via Kennedy Quay be investigated? Commuters using this facility could park their cars at the park and ride and use a dedicated greenway to access the city centre by bike and on foot. Where cycle lanes are required on Boreenmanna Road, could a two-way single-sided cycle lane on the north side of the road which diverts cyclists from and onto the Old Blackrock Road be investigated? This would eliminate the potential health and safety risk that results from the necessity for outbound cyclists having to cross Boreenmanna Road twice to avail of continued access to the cycle lane as is the case in the revised proposal. I would appreciate greater engagement between the National Transport Authority and stakeholders and I look forward to hearing from you in due course.</p>	Please see the NTA's response to Issue 1 in this report.	General
J-240	NTA-C14-934	Impact on Trees, Greenspaces, Heritage and Character	<p>As a resident of Ballinlough, I wish to express my concern in relation to the revised proposed preferred route for Cork Bus Connect Route J (Mahon to City Centre Centre) and the proposal to use the site of the Cherrington Reservoir as off-street parking as shown in Map 8 of STC J Mahon to City Centre Centre centre. Turning Cherrington Reservoir into a car park will remove mature trees and a refuge for wildlife in a developed suburban area. I am aware that there have been discussions to turn this area into a community garden and this has the potential to provide a community space for the benefit of all of those living in the surrounding area. The proposed car park will remove this area as a much needed green space in the locality. I would appreciate greater engagement between the National Transport Authority and stakeholders and I look forward to hearing from you in due course.</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-241	NTA-C14-939	Parking	<p>I am concerned in relation to the significant on street parking which will be lost due to the proposed bus and bike lanes in the revised proposal. How do you propose that An Post and other deliveries etc. are to be made to residents on Boreenmanna Road? How are visitors to homes in the area, including care personnel to the elderly and disabled to be accommodated particularly for those with no private off-street parking?</p>	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-242	NTA-C14-939	Safety Concerns	The road is also used as a recreation area by many walkers of all ages. The creation of a multi-lane road and the consequent loss of the current wide footpaths, which facilitate pedestrians, will also be a negative consequence of the BusConnects project. The widening of the road could also lead to further speeding, increasing the danger to both pedestrians and cyclists.	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd
J-243	NTA-C14-939	Impact on Trees, Greenspaces, Heritage and Character	We are very fortunate to have access to such a wonderful amenity as the Boreenmanna Road, and its current layout helps to foster a sense of community in the area and this is invaluable in a city setting. I would appreciate greater engagement between the National Transport Authority and stakeholders and I look forward to hearing from you in due course.	Please see the NTA's response to Issue 4 in this report.	Boreenmanna Rd
J-244	NTA-C14-945	Support for the Scheme	I live on the proposed preferred route for Cork Bus Connect Route J (Mahon to City Centre Centre). I appreciate the consideration given to the local community's concerns following the first round of public consultation, but I must express some further concerns in relation to the revised proposed preferred route for Cork Bus Connect Route J (Mahon to City Centre Centre). While I welcome the provision of more pedestrian (Toucan) crossings on what is already a busy road.	Please see the NTA's response to Issue 12 in this report.	General
J-245	NTA-C14-945	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	From a health and safety perspective, could one be located closer to the school in the area? The revised proposal includes a toucan crossing near the entrance to Cherry Court. Could the possibility of moving this crossing and the proposed new outbound bus stop location near this crossing closer to Ballintemple National School and the Ballinlough Park entrance (for access to the Ballinlough Road) be examined? Could the existing inbound bus stop be retained at Ballinlough Park? See Map 5 STC J. I would appreciate greater engagement between the National Transport Authority and stakeholders and I look forward to hearing from you in due course.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-246	NTA-C14-950	Surveys and Impact Assessments	I live on the proposed preferred route for Cork Bus Connect Route J (Mahon to City Centre Centre). One of the goals of the BusConnects STC J is to reduce the estimated bus journey time from Mahon to City Centre Centre from the current 36 minutes at peak time to 17 minutes. The revised proposals still do not provide the traffic modelling validation to prove this travel time reduction is realistic/obtainable. Could you provide this background information? I would appreciate greater engagement between the National Transport Authority and stakeholders and I look forward to hearing from you in due course.	Please see the NTA's response to Issue 13 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-247	NTA-C14-957	Impact on Trees, Greenspaces, Heritage and Character	<p>Beaumont Walled Garden. Cherrington Reservoir.</p> <p>Having lived in this area for sixty years, the Walled Garden and its tower have been a familiar presence. So many residents down through the years have bemoaned the disuse of such a precious gem. The possibilities for use of that special enclosed green space are endless. To cover it in concrete is most certainly unthinkable. The potential value to the communities of Beaumont, Ballinlough, Ballintemple and Boreenmana Road area is endless. This structure in its original form of a walled garden space for use by the above communities is invaluable. To retain it as such, is one of those rare opportunities to enhance available amenities in this area. To cover it in concrete to cater for automobiles is a desecration.</p> <p>Let people grow flowers. Let people grow food. Let children grow with nature.. local communities are invested in its value. Local schools are at its doorstep. Environmental studies outside of the classroom!</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-248	NTA-C14-957	Traffic Disruption, Traffic Diversions and Access Issues	Yes traffic must be managed , polluting our atmosphere likewise .	Please see the NTA's response to Issue 13 in this report. Please see the NTA's response to Issue 14 in this report.	General
J-249	NTA-C14-957	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>Retaining a green space will balance out some damage to our atmosphere. Could some ground be allocated within the local sport club to alleviate some of the roadside parking. The well managed small pitch and put club cannot be reduced.</p> <p>Reclaim, restore, preserve.</p>	Please see the NTA's response to Issue 1 in this report.	Ballinlough Pitch and Putt
J-250	NTA-C14-959	Support for the Scheme	<p>Dear Sir/Madam,</p> <p>I welcome the proposals for STC J Mahon to City Centre Centre, in particular I believe that the merging of both directions of cycle track together in map 5-8 is a good idea, all be it narrower than two single cycle tracks.</p>	Please see the NTA's response to Issue 12 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-251	NTA-C14-959	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>For an improved user experience, would it not be better to retain this format from between Clontymon Lawn (Map 3) to Belfield Abby (Map 5). This removes the needless requirement for a cyclist to twice cross traffic lanes traveling along this short section of the Boreenmanna Road and give drivers consistency as to where cyclists are located.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-252	NTA-C14-968	Surveys and Impact Assessments	<p>In general, I welcome the improvements that have been made in this draft, however there are still serious issues present that need to be addressed.</p> <p>It is very evident that no traffic study has been undertaken on this route. The plans to provide bus lanes have a seriously negative impact on homes and quality of life for the residents of this area, yet they are totally unnecessary as there is never traffic congestion on the majority of this route. I refuse to accept that such dramatic changes could be proposed without the NTA undertaking a comprehensive study of the current road usage. I live within 100m of the junction of the Boreenmanna Road with Wallaces Avenue and Victoria Avenue. There is never any significant congestion at this junction – all traffic gets through the lights on the first go, regardless of the time of the day. I have never seen anything but free-flowing traffic outside our home. If this fact was investigated by the NTA it would become clear that making such sweeping changes to the road layout is a colossal waste of money.</p>	Please see the NTA's response to Issue 13 in this report.	Boreenmanna Rd
J-253	NTA-C14-968	Need for the Scheme	<p>I do not contend with the defence that population growth will change this fact significantly in the coming years. This is already an extremely densely populated area of the city. There is no possibilities for the amount of further housing to be built within a very large radius of this route that will have any impact on traffic. This excuse is a poor one.</p>	Please see the NTA's response to Issue 8 in this report.	Boreenmanna Rd
J-254	NTA-C14-968	Parking	<p>The loss of on-street parking along basically the entire length of the Boreenmanna Road will have an extremely serious impact on residents along this route. The provision of 13 spaces at Rockboro and nothing else until Crab Lane is a laughable alternative to the loss of parking for the hundreds of homes along this stretch of the route. Some homes have driveways but for those who do not, the removal of on-street parking has a really detrimental impact on the quality of daily life.</p> <p>It is apparent that the entire purpose of the NTA appears to be to force the general population of Ireland to rely on public transport alone and not own cars, therefore not needing parking spaces at their homes. This is a very questionable ambition, and one that is entirely unfair on the current generation of parents, grandparents and homeowners. With the loss of parking within any reasonable walking distance of my home, I simply do not understand how my family is supposed to live our busy daily lives. The amount of equipment to be carted around for our babies, the weekly big shop, etc etc – just not possible to do without parking near our home. Our elderly parents visit regularly to help with childcare, and drive from areas from where public transport is not an option. This will not be able to continue under the proposed plans, they cannot walk from the nearest provided parking bay at Rockboro which in case with only 13 spaces, is most likely never going to have available spaces anyway. These are the types of devastating impacts to family life that will affect all homes along this route where parking has been removed.</p>	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd

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J-255	NTA-C14-968	Need for the Scheme	The proposal that bus lanes are operational during peak hours only is a ridiculous one. I would love to see data from instances where this type of arrangement has been tried. I can imagine total carnage and a lot of very irate bus drivers. Only allowing parking on the street during off-peak times of day does not help residents – it makes life even more inconvenient having to move your car from outside your house twice a day. This is an entirely silly plan which seems to have been thrown in as a concession to residents when in fact it doesn't help the situation at all. It is also totally unfathomable to think that all this money would be spent on road widening, CPOs etc, only for the bus lanes to be operational for an hour or two a day. Again this is a colossal waste of money. One example of an idea that makes no sense is the outgoing bus lane on map 3 that goes from Clontymon Lawn to the junction of Victoria Avenue. Adding a bus lane for such a short stretch of road, that will only be operational a couple of hours a day, that goes towards a junction that never has any congestion, is just so unnecessary.	Please see the NTA's response to Issue 8 in this report.	Boreenmanna Rd
J-256	NTA-C14-968	Devaluation of Property	There are 8 homes on this exact stretch that do not have driveways. 8 homes whose property will be devalued by not having any parking nearby.	Please see the NTA's response to Issue 3 in this report.	Boreenmanna Rd
J-257	NTA-C14-968	Surveys and Impact Assessments	8 families whose daily lives will be immeasurably interrupted by the addition of one short bus lane that is not needed and will barely be used. This is the level of detailed analysis that the NTA need to undertake if they are to have the support of the public with this whole venture. For such a significant, expensive and irreversible plan, the NTA have a duty to the public to explore every inch of the routes they are affecting. They have a duty to survey the number of homes on every stretch who rely on on-street parking and make this a consideration in the next version of the plan.	Please see the NTA's response to Issue 13 in this report.	Boreenmanna Rd
J-258	NTA-C14-968	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	I believe that with further investigation of this issue and basic level of duty and care towards residents, that a better outcome can be found. In this particular example, the removal of this stretch of unnecessary bus lane and the provision of on-street parallel parking on even just one side of the road would be life-changing for these 8 families. I cannot see any provision made in this draft for set-down areas at any of the schools or public amenities along this route – the funeral home, medical services, sporting facilities etc. There is a serious safety concern here.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-259	NTA-C14-971	Impact on Trees, Greenspaces, Heritage and Character	In relation to the proposed car park at Cherrington Reservoir off Boreenmanna Road in Cork, this site is of great importance to both the history of the area and the natural environment. The walled garden is a wonderful nod to the garden that once serviced Beaumont House (now gone) and it would be wonderful to use this space as originally intended once more. The ecological importance of this site is of immense importance. Protected Bats feed in this area and the area provide them with lots of suitable nesting sites. It is a good size to provide a habitat for many types of insects and other wildlife, and in the current climate of biodiversity and climate breakdown, these green pockets in an urban environment are vital	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			<p>spaces that help provide green corridors in the city. Established native trees and bushes in the grounds are also vital for birds in the area at a time when the locality has already lost so many trees due to work in the area.</p>		
J-260	NTA-C14-973	Need for the Scheme	<p>I live on Boreenmanna Road. Here are my observations on STC Route J Mahon to City Centre as well as the public consultation report for this route. My experience is that buses are not slowed down by traffic on Boreenmanna Road. The proposed development of Boreenmanna Road will do nothing to improve journey times in this area. Population growth in the city is unlikely to occur on this route as it is already saturated with properties. There continues to be a failure to base the design on any traffic modelling or data. The response that this will be considered for the final designs and for submissions to An Bord Pleanala is disrespectful. This data should be included when the public have the greatest opportunity to comment. The closer the project gets to final designs, the more the public is shut out of the process. This problem is magnified by the removal of the local planning authority – Cork City Council – from this process.</p>	<p>Please see the NTA's response to Issue 8 in this report.</p>	Boreenmanna Rd
J-261	NTA-C14-973	Support for the Scheme	<p>Parking on Boreenmanna Road I welcome the adjustments made to the design for Boreenmanna Road in this round including the additional spaces at Cork Con, Páirc Uí Rinn, Crab Lane and Rockboro as well as the road carriageway arrangement.</p>	<p>Please see the NTA's response to Issue 12 in this report.</p>	Boreenmanna Rd
J-262	NTA-C14-973	Parking	<p>However, this is simply not enough. Overall the new design continues to reduce the availability of on-street parking for residents and visitors to the area. In particular I am concerned about the loss of parking outside and opposite Haig Gardens. This terrace has no driveways and on-street parking is the only option. The proposed bus lane in this section is only used for a short stretch and is unlikely to impact on bus journey times. On-street parking would be far more useful in this area. I note in the public consultation report that "another area for potential parking (has been) identified but not yet confirmed." This is vague and must be clarified. The proposal that bus lanes on Boreenmanna Road would be operational during peak hours only and that parking would be permitted in the bus lanes outside of these times is tokenism and does not address the issue. This would require residents to move their cars as peak times approach – where will they move them to? This also suggests that there are peak times for traffic congestion. There is no traffic congestion in this area. All times could be considered off-peak. Removing on-street parking on Boreenmanna Road will not remove the need for cars. It will simply make life less convenient.</p>	<p>Please see the NTA's response to Issue 9 in this report.</p>	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-263	NTA-C14-973	Support for the Scheme	Trees on Boreenmanna Road I welcome the changes to the proposed plans to maintain 63 of the 65 trees on Boreenmanna Road originally marked for removal and I look forward to the detailed tree survey that will be done at the next design stage. Land Acquisition on Boreenmanna Road I welcome the change of the layout on Boreenmanna Road to reduce the number of property boundaries affected from 73 to 30.	Please see the NTA's response to Issue 10 in this report. Please see the NTA's response to Issue 12 in this report.	Boreenmanna Rd
J-264	NTA-C14-973	Proposed Land Acquisition	However, 30 property boundaries still seems like too many and I believe more work can be done to avoid this. In particular, I welcome the adjustment to maintain the existing layout and boundaries of Ballinlough Community Park. I welcome the fact that any new boundary walls will be designed to match the appearance of the old walls wherever possible and I look forward to seeing the input of the conservation architect.	Please see the NTA's response to Issue 10 in this report.	Boreenmanna Rd
J-265	NTA-C14-973	Support for the Scheme	Conclusion A number of adjustments have been made in this design round – particularly in the Boreenmanna Road section of the plans and mostly these adjustments are welcome.	Please see the NTA's response to Issue 12 in this report.	Boreenmanna Rd
J-266	NTA-C14-973	Parking	However, they must go further to be truly worthwhile. In particular, an adequate number of on-street parking spaces must be provided. Any plan that does not do this is naïve.	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd
J-267	NTA-C14-976	Parking	Dear Sir/Madam, I welcome the proposals for STC J Mahon to City Centre Centre. I would like it noted though that the section of road between Pairc Ui Rinn and Cork Constitution Rugby Club (Map 7) requires parking facilities to be provided as this section of road is regularly used for cars to park while mourners attend funeral removals at Jerh O'Connor Funeral Homes, while other members of the public also attend games and training at the near by sport facilities.	Please see the NTA's response to Issue 9 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-268	NTA-C14-976	Safety Concerns	Indeed it is imperative that some sort of physical protection, ideally bollards, should be given to the proposed cycle lane in this area as the existing cycle lanes in this area closer to the Well Road are already used for car parking which forces cyclists on to the main road.	Please see the NTA's response to Issue 11 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-269	NTA-C14-976	Support for the Scheme	I support the proposed potential location for replacement parking as noted in Map 8 as this area has been derelict for many decades now.	Please see the NTA's response to Issue 12 in this report.	Cherrington Reservoir/Beaumont Park
J-270	NTA-C14-986	Support for the Scheme	Broadly supportive of the scheme as is. In particular, the junction at churchyard lane/boreenamanna road is a massive improvement from the current dangerous layout.	Please see the NTA's response to Issue 12 in this report.	Churchyard Lane/Boreenmanna Rd Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-271	NTA-C14-986	Bus Network and Bus Network Redesign	Areas of concern: Is the proposal that bus lanes are only operational during peak hours with parking allowed at weekends? If so, this would defeat the purpose as boreenamanna road is often at its busiest at weekends. Any event at Pairc Ui Rinn, pairc ui chaoimh, Cork Con, live at the marquee or the funeral home regularly sees cars parked the length of the road. A recent example being the Munster game in PuC that saw buses taking 40 mins to move 1km along Boreenamanna road https://www.irishexaminer.com/news/munster/arid-41004629.html . All events at Pairc Ui Rinn, Pairc Ui Chaoimh & live at the Marquee should have their license contingent on the majority of attendees using park & ride or public transport to travel to the event.	Please see the NTA's response to Issue 2 in this report.	Boreenmanna Rd
J-272	NTA-C14-986	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Where on-street parking is to be retained at the city end of Boreenamanna road, I would like to see this combined with the introduction of residents permits. Victoria avenue should be one way unless parking is removed & Wallace's avenue should only have parking on one side. Certain streets adjacent to Boreenamanna road would benefit greatly from traffic calming measures, quiet street treatment and provision and enforcement of designated parking spaces. Churchyard lane, Ballintemple & Maryville - To provide access from the STC to the Marina and Greenway. Ballinlough road (full length) - To avoid becoming a rat race from Douglas road to town. Beechwood Park & Willow Lawn - To connect Douglas road STC with Boreenamanna STC and connect with St. Anthony's school.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-273	NTA-C14-986	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	I am opposed to re-purposing of the walled garden in Beaumont park as additional parking. If a limited number of spaces are required to remove all on street parking from Churchyard lane then I'd suggest this is located in Avondale Park, Temple Hill Lawn or Copperhill.	Please see the NTA's response to Issue 1 in this report. Please see the NTA's response to Issue 9 in this report.	Cherrington Reservoir/Beaumont Park
J-274	NTA-C14-990	Impact on Trees, Greenspaces, Heritage and Character	The proposed car park by the pitch and putt club in Beaumont, just off the Boreenmanna Road in Cork will have a detrimental effect on the nature in the area if it goes ahead. The old walled gardens surrounding the Cherrington Reservoir is a much needed haven for wildlife and has a variety of native trees that are already well established. The Reservoir itself is a huge solid structure that would require much effort to dismantle and be a waste of all the resources used to build it in the first place. It could provide a wonderful space for the community instead as a meeting place or theatre/arts venue. There are already plans underway to establish a community garden within the old walled space, providing a link to its past when it served as a kitchen garden for Beaumont House. Bats frequent the area and as they are a protected species we have a duty to protect them and the ever vanishing green spaces that are left. There is nothing sustainable about removing more green spaces to build a car park which will do little to encourage people to use the public transport options instead of their cars.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-275	NTA-C14-1004	Safety Concerns	<p>To whom it may concern.</p> <p>We are a wonderful school of 280 girls located just 100m from Beaumont Walled Garden / Cherrington Reservoir. The basis of our submission is three fold:</p> <p>1. We currently benefit from an active and safe travel plan for which we have won 2 x National awards in the last 9mths (one being the RSA Leading Lights award) for our commitment to active travel and removing traffic around the school gates. To facilitate this, we have designated safe drop off zones in place to allow children to Park and stride to school and avoid driving up to the school. The Ballinlough Pitch and Putt car park is one of our key drop off points. In Phase 2 we note you are proposing to put a car park in the existing Cherrington Reservoir, By putting a large car park in there and an access road across the current safe footpath beside the Pitch and Putt Club into this new car park, it jeopardises the future use of the existing Pitch and Putt car park as a safe drop off zone and ultimately jeopardises the existing travel plan. Furthermore I believe that if a large public car park is built here, it will act as a defacto park and ride for people coming in from outside the city and result in more traffic build up in the area / more traffic by our drop off areas.</p>	<p>Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 11 in this report.</p>	Cherrington Reservoir/Beaumont Park
J-276	NTA-C14-1004	Impact on Trees, Greenspaces, Heritage and Character	<p>2. We had been engaged with the Beaumont Residents Committee on the plans to return the Walled Garden to the community and indeed discussed how the school could have access to the space for planting and as a safe secure space for our students. The potential of using it as an outdoor classroom and in particular it being a safe and secure place to bring students with additional needs, as a true sensory space with no flight risks.</p> <p>3. Finally, the historical value that this 200yr old kitchen garden represents is significant and I would find it very hard to explain to the 280 inquisitive minds in our school how we can justify taking down original walls, and concrete over all this heritage to create more car park spaces which ironically conflict with the true spirit of our National Policy on active travel.</p>	<p>Please see the NTA's response to Issue 4 in this report.</p>	Cherrington Reservoir/Beaumont Park
J-277	NTA-C14-1005	Impact on Trees, Greenspaces, Heritage and Character	<p>As a resident to the beautiful area of Beaumont Park and the history of the area, I strongly oppose to the proposal by Bus Connect to remove the water tank and build a car park. We are fortunate to have the green areas of Ballintemple, Beaumont and Blackrock, the Marina, Atlantic Pond and the new greenway. Why do we have these areas? because generations before us has kept them this way and appreciated the need for these areas. If one thing Covid showed us, was the importance to have these areas for peoples well being and mental health. We owe it to the generations ahead of us to keep these spaces and stop ruining them.</p> <p>What a wonderful project the residents have proposed to use this space as a community garden; I fully support this.</p>	<p>Please see the NTA's response to Issue 4 in this report.</p>	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			As Joni Mitchell famously sang "That you don't know what you've got 'til it's gone; They paved paradise, put up a parking lot"		
J-278	NTA-C14-1012	Impact on Trees, Greenspaces, Heritage and Character	Cherrington Reservoir in Beaumont is already being planned as a community garden. It has a range of mature trees and wildlife, including protected Pipstrelle bats, that will be massively impacted by the plan to turn it into a car park. It is a safe drop off point for the local schools, reducing traffic on residential roads closer to the schools. A car park may draw anti social behaviour at night. I object to this plan.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-279	NTA-C14-1013	Support for the Scheme	Corridor J - Revised Drawings Specific Questions The revised drawings are a welcome change and we appreciate the actions you have taken based on our feedback and concerns from the community.	Please see the NTA's response to Issue 12 in this report.	General
J-280	NTA-C14-1013	Need for the Scheme	We have a series of questions and clarification requests based on the most recent published drawings. We look forward to your response. In addition to the points raised below related to the different segments of the Boreenmanna Road section, we are keen to understand - what and where is the population availing of these new bus routes? Also, can you advise by introducing these new bus lanes - what problem is it going to solve on the Boreenmanna Road?	Please see the NTA's response to Issue 8 in this report.	Boreenmanna Rd
J-281	NTA-C14-1013	Traffic Disruption, Traffic Diversions and Access Issues	Safety Section: South Link & Boreenmanna Road Junction Please demonstrate how proposed design eliminates traffic congestion at the existing pinch point of Boreenmanna Road and South Link?	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd/South Link Rd Junction
J-282	NTA-C14-1013	Parking	The car parking area introduced is welcome, can you confirm how many spaces can be allocated to residents. There are 17 homes impacted in this vicinity due to the bus lane and each home will need a car space as some residents are elderly and need external community supports at their homes. These would need to be dedicated for those residents that lose their on street parking. Please advise.	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd
J-283	NTA-C14-1013	Traffic Disruption, Traffic Diversions and Access Issues	Please clarify if cars leaving the parking area can turn right onto the Boreenmanna Road (direction away from city). Section: Yorkboro to Beechcourt	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-284	NTA-C14-1013	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>5. Please re-examine width of bikes lanes by having continuous double bike lane on north side of road without impacting peoples homes. Repeating crossings on the Boreenmanna Road for cyclists will cause a deterioration in the quality of the current cycling commute, both in terms of increasing commute time for cyclists and potential increase in accidents. Section: Beechcourt to Willow Lawn</p> <p>6. Suggestion to relocate both Toucan crossing and bus stop to be closer to the Crab Lane primary school premises. Section: Belfield Abbey to Glencoo Park</p> <p>7. Suggestion relocate proposed bus stop to its original (current) position outside Ballinlough Park. (South side)</p> <p>8. Add a further Toucan crossing on this section given the specific density and off roads of this section. Section: Elderwood to Ceanncora Lawn</p> <p>9. Can it be investigated to plant additional trees above what is being proposed (i.e. 3 trees).</p> <p>10. Can a further Toucan crossing be added on this section if possible. i.e. opposite GAA stadium.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-285	NTA-C14-1019	Bus Network and Bus Network Redesign	Are the bus waiting times going to be reliable? I have been getting the bus along both of these routes for a decade and the waiting periods for both have been exponentially worse over recent years. Bus cancellations and delays daily, two 202 cancellations from merchants key yesterday (8pm, 24th May). It also does not run early enough presently nor late enough.	Please see the NTA's response to Issue 2 in this report.	General
J-286	NTA-C14-1019	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	A 24 hour bus is needed. A bus that comes regularly every day of the week including Sunday is needed. Reintroducing the bus stop before maxol on Skehard Road would ease the burden on a lot of the elderly who get the bus and those with disabilities as it is the bus stop where all buses stop in the Mahon area. Pushing it past maxol has caused inconveniences for a lot of members of the community. The need for this stop closer to the area is due to the unreliability of all buses and the best stop to catch any of the buses that go through the area.	Please see the NTA's response to Issue 1 in this report. Please see the NTA's response to Issue 2 in this report.	Skehard Rd
J-287	NTA-C14-1021	Impact on Trees, Greenspaces, Heritage and Character	The site for Beaumont Community Garden sits at the heart of a thriving community. It is unthinkable that it could even be considered as a space for cars. For the past five years, Beaumont Residents Association has been in discussions to create a community garden, which seems a fitting use for what was once an 1820's garden, surrounded by beautifully built Victorian era limestone walls. If walls could speak, they would also be outraged and saddened by this lack of foresight and appreciation of how spaces like these can transform a community, by supporting connection to nature and people and by supporting biodiversity and sustainability. The cost alone of removing the existing concrete water storage tank and associated works would be unjustifiable. In contrast, and at minimum investment- and minimum impact on the environment - this site, which was once a kitchen	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			garden, holds the potential to become a community green space where young and old could gather, connect, learn, grow and nurture.		
J-288	NTA-C14-1035	Need for the Scheme	<p>I have two concerns regarding the overall route of STC J: I am struggling to believe that bus gates will work effectively, and, further, will negatively impact on residents on quiet streets running off of the proposed route. Currently there is a timed bus lane in operation on St. Patrick Street in the city centre which is officially in operation from 3-6:30 every afternoon. This is indicated by signage, and is only very occasionally enforced by a garda presence. Consequently I see regular infringement of the timed bus lane by private vehicles (I regular commute by bus there most weekday afternoons) so how will bus gates on this route, or indeed any of the routes, effectively work?</p>	Please see the NTA's response to Issue 8 in this report.	General
J-289	NTA-C14-1035	Need for the Scheme	<p>Until quite recently I was a regular cycle commuter on Boreenmana Road. The road is wide along the vast majority of its run, and I never encountered problems in dealing with motorised traffic at any point. The current plan for STC-J envisages widening the road further, removing a large number of mature trees in the process. I would argue that this is unnecessary - the road is sufficiently wide already. Surely the point of improving the frequency of buses and the fare structure, is to encourage people current travelling in private cars to switch to public transport and/or cycling, which in turn will reduce the number of cars using this route. If the road is widened, as proposed, either what should be the few remaining motorists will have an almost empty road to drive on, created by a destructive process on increasing the amount of tarmac/decreasing the amount of trees, or we encourage a maintenance of the status quo viz a viz the use of cars, which is essentially a failure of the whole project.</p>	Please see the NTA's response to Issue 8 in this report. Please see the NTA's response to Issue 14 in this report.	Boreenmana Rd
J-290	NTA-C14-1035	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>Similar comments can be made about most of Skehard Road which already was the subject of road widening in the last 10 years, and still retains wide pavements. The width of the pavement could be reduced somewhat to allow the introduction of an inbound bus lane, but I have doubts about the need for having both bus lanes and segregated cycle lanes at the cost of more private land.</p>	Please see the NTA's response to Issue 1 in this report.	Skehard Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-291	NTA-C14-1038	Need for the Scheme	STC-J Mahon to City Centre Centre The retention of trees along the Boreenmana Road is welcome. The Boreenmana Road does not need a bus lane. At all. Has a traffic measurement project been undertaken on the road? A bus lane would widen an already wide road, and, a road with not much traffic on it. There is an occasional bit of traffic in the mornings around Ashton secondary school. And there's a bottle neck turning right onto the south link road (STC-H). But that bottle neck not adequately treated in your documentation. You can put in all the bus lanes you like, but a bus will be stuck turning right at that junction for 15/20 mins at a time at peak traffic. It also looks like it has to cut across a left turning lane for car traffic to access the link road (Map 2). Which does not appear to be ideal. It took me 70 minutes to get to the Elysian tower by car last week at 4.30pm. Less than 1km away. Bus lanes on the Boreenmana Road or the link road will not solve this.	Please see the NTA's response to Issue 8 in this report. Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd
J-292	NTA-C14-1038	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	The two way cycle lane is very welcome. But I'm confused as to why it can't just be a two way cycle lane the whole way along Boreenmana Road? That would be amazing. Get rid of the absolutely pointless bus lanes and make the cycle path two way the length of the Boreenmana Road. I do think it would be better for Victoria Ave to be made a quiet street and cyclists directed down that route towards the city, however. Ashton secondary school has a catchment area based on the Church of Ireland diocese of County Cork (a majority of its students travel from far away, where busses don't really connect to). There's no set-down provision on Boreenmana Road for their doubtless beleaguered parents who drive them around the county every day out of necessity. Put the two lane bike track on the other side of the road to accommodate this.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-293	NTA-C14-1038	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	You'll probably get a lot of objections from the GAA and Cork Con re on street parking along their end of the Boreenmana Road. I think responsibility for their patron's parking needs rests with them to be frank. Highfield rugby club is a comparable rugby club based in Bishopstown, all of their parking is facilitated on their premises. I don't see why Cork Con can't accommodate the same (they certainly have the land for it).	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-294	NTA-C14-1038	Support for the Scheme	I think that getting rid of on street parking along the corridor and introducing a two-way cycle lane will see a massive improvement in bus times and uptake in multi-modal commuting in the area.	Please see the NTA's response to Issue 12 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-295	NTA-C14-1038	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	The Boreenmana Road needs traffic calming measure to slow cars down, not more lanes. Wider footpaths. No cars parked on the road. Bikes. Busses. Trees. Please. Disc parking in areas running off the Boreenmana Road (eg Beechwood Drive) will be necessary to support the removal of on street parking along the route. (This will deter rat run parking on quiet estates.) In principle, I'm opposed to the whole thing. But if you can put in a double cycle lane the length of the Boreenmana road with traffic calming and trees and get rid of the on street parking, you might be on to a winner here.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-296	NTA-C14-1039	Impact on Trees, Greenspaces, Heritage and Character	I am a member of the Beaumont Residents Association and heavily involved in the creation of a community garden in the remains of the walled garden that is now adjacent to Cherrington Estate. We have been liaising with Cork City Council for many years to get this project up and running, and have secured grant money for the development of the garden. The current proposal for STC-J suggests using this site to create a car park which would appear to spell an end to our proposed use which has clear environmental and community benefits. There are many technical issues that I believe would make this a challenging project - in particular there is a large concrete water tower that will need to be removed, and, from an ecological viewpoint we know that there are bats roosting in the site, quite possibly in the tower, and so severe mitigating measures would need to be applied if car park development were to proceed. I believe that the proposed access to the car park would be via the existing car park for the pitch and putt club.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-297	NTA-C14-1039	Traffic Disruption, Traffic Diversions and Access Issues	When I regularly cycled through that car park and turned right towards Boreenmana Road I would often have to wait a very long time for there to be a suitable gap in the traffic - the same would be true for vehicles using the proposed new car park. It is also very unclear how access can be made into the existing walled structure that will not completely remove the existing pitch and putt parking which is very successfully used on school mornings as a drop off point for children attending the two schools on the other side of the park.	Please see the NTA's response to Issue 9 in this report. Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd
J-298	NTA-C14-1039	Impact on Trees, Greenspaces, Heritage and Character	Moreover, I cannot see any justification given in the documentation that explains the need for such a car park. The reason for the entire Bus Connects project is to encourage people away from private car use. If a car park is built on this site then it is an encouragement to continue current patterns of behaviour regarding transport!	Please see the NTA's response to Issue 4 in this report.	Boreenmanna Rd

J-299	NTA-C14-1041	Impact on Trees, Greenspaces, Heritage and Character	<p>Dear Cork County Council.</p> <p>I object to the proposal of a car park along the bus connects route at Beaumont walled garden.</p> <p>As a child I attended Scoil Barra Naofa and I remember learning all about Beaumont House. We could see the reservoir and walled garden from our school windows and loved learning about the history of the area.</p> <p>Having spent the last 15 years working in education from primary to 3rd level and education for sustainability I understand the reasons for a better transport system. However I also understand the need for more resilience through community and biodiversity initiatives.</p> <p>I myself have returned to living in the area in recent years and I was so delighted when my mom let me know that through the residents association a site had been secured for the local community garden. This will make a huge impacts to the families in the area and to the older residents. I especially see the intergenerational connections as being invaluable to resiliency.</p> <p>Early in my career I worked with Eco Unesco and taught a course to local authorities around on the importance and how tos of community gardens. In recent years I have been delighted to see more and more community gardens being developed. These are vital for building community resilience through creating connections between community, spending time outdoors and yes of course also planting trees, fruit and vegetables.</p> <p>We are in a climate crisis, we are in the midst of biodiversity collapse, people are more affected by mental health issues and disconnection from their local communities than ever before. I could load in the research and citations - the stark warnings from leading scientists and world leaders but we all know the score. Every day of the week I work to support people to Design Sustainable Solutions - people are so hungry to use their creativity to confront the biggest challenges humanity have ever faced.</p> <p>What we support prioritises our values. We do not want to prioritise car use over community gardens - if we do it now - we will continue to do it which will result in our own demise.</p> <p>Come on Cork city council - consider future generations, consider the messages we are sending to them. It took over 30 years to build these community connections and to get this site in Beaumont for the garden.</p> <p>PLEASE DON'T Literally PAVE PARADISE to PUT UP A PARKING LOT!</p> <p>Yours sincerely, Ann Ann Foulds Facilitation Specialist - Sustainability Programme Coordinator Graduate Diploma in Design Thinking for Sustainability We shape creative minds. UCD Innovation Academy helps people from all walks of life transform their mindset through experiential learning. Find out more about our courses or sign up to our newsletter for news & events. Innovation Academy O'Brien Centre for Science UCD Belfield Dublin 4 Email: [personal information redacted] Web: innovationacademy.ie</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
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Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-300	NTA-C14-1043	Bus Network and Bus Network Redesign	<p>BUS DISCONNECTS</p> <p>We are adamantly opposed to your proposal to cut the Ballinlough bus service by 50% from two buses per hour to one in an area predominantly inhabited by an established older community alongside new young families moving into the area. This proposal is absolutely breath-taking in it's obvious failings to connect and support bus connection for our local community.</p> <p>The genetic makeup of the area has clearly not been taken into consideration and the decision to reduce the already inadequate bus service is shameful. This is not a practical or in any way beneficial outcome for the community of Ballinlough and must not be implemented to ensure the freedom, health and well being of the entire community - who stand to endure further loss on top of the limited public transport options currently available..</p> <p>As a non-driving mother with 2 now teenage children there were years where we needed & wanted to use the bus to travel in to town, notably for children's classes & activities since the age of 7. Unfortunately although the service is advertised as twice an hour but in reality is completely erratic and can never be relied upon particularly at peak times .</p> <p>This proposal flies in the face of the overarching objective and demonstrates a blatant disregard for the communities the NTA alleges to serve. Commitment should instead be made to our community to implement the services currently advertised and then plan to augment and support this service when this has been achieved.</p>	Please see the NTA's response to Issue 2 in this report.	General
J-301	NTA-C14-1045	Impact on Trees, Greenspaces, Heritage and Character	<p>I am a committee member of Beaumont Resident's Association (BRA) and have been leading the project to develop a community garden for Beaumont residents at Cherrington Reservoir. The site lies between Ballinlough Pitch & Putt Club and Cherrington Estate just off Boreenmanna Road. It is owned by the City Council Water Department. Bus Connects proposes to use the site as off-street parking as shown on Map 8 of STC J Mahon to City Centre Centre Phase 2 proposals.</p> <p>I strongly object to this proposal on a number of grounds, namely 1) that the site is already earmarked for a positive community use, 2) that creation of additional car parking would have huge engineering costs and would have a number of negative effects on the community - removing a safe drop-off location for pupils attending the adjacent national schools, increasing the possibility of anti-social behaviour close to housing, reducing local biodiversity and heritage value and removing the huge and proven benefits to mental and physical health of community and engaging with gardening and other outdoor pursuits that a community garden would provide.</p> <p>Existing site use & its value to our community</p> <p>Since 2018, Beaumont Residents Association has been in discussions with councillors, Green Spaces for Health and Cork City Council about Cherrington Reservoir with a view to creating a community garden here. There were delays for 3 years (2019-2022) due to the need to treat the Japanese knotweed infestation in one section of the reservoir area. BRA had successfully applied for a grant of €6,000 from AXA Parks in summer 2022 to set up the community garden here and had begun the process of applying for a lease on the land</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
<p>when it became known that Bus Connects had proposed the area for off-street parking. Cherrington Reservoir was formerly part of the walled kitchen garden supplying Beaumont House (burned down 1920s) with food. Its limestone walls are shown on the first edition Ordnance Survey map of the area, meaning that they were constructed before the 1820s. The walls also show features of a later heated glasshouse (boiler access in walls, brick lining) – to our knowledge there is no comparable structure remaining in Cork city, increasing the site's heritage value. Many older residents have fond childhood memories of playing in the garden and seeing greenhouses here. BRA wanted to return this area to its original use of vegetable, fruit and flower gardening to benefit our community, with a view to eventually utilising part of the area as a community centre. Beaumont lacks any community infrastructure – no meeting hall or other communal space which would bring our community together. Developing the community garden in Cherrington Reservoir would address this deficiency and greatly improve life for our local community. Even before the opening of the community garden, we have a 39-person strong gardening group, many of whom have been involved in planting projects in Beaumont Park. Over 70 people have attended recent events at the community garden site, suggesting that there is a lot of local interest in the site and its future. Turning Cherrington Reservoir into a car park will remove mature trees including heritage apple trees that may date from the days of the walled garden. The ivy-clad limestone walls provide roosts for Common and Soprano Pipstrelle bats (protected under the Wildlife Acts 1976-2021) which also feed in this area. This means that Cherrington Reservoir is of significant local nature conservation value and provides a refuge for wildlife in a very developed suburban area. The Irish government has declared a climate and biodiversity crisis, has put in place laws to increase restrictions on carbon emissions and has held a Citizen's Convention on Biodiversity Loss. The loss of small green spaces to development chips away at the small amounts of remaining biodiversity while causing carbon emissions from breaking up and pouring concrete and disturbing carbon storage in the soil and vegetation, especially mature trees.</p>					
J-302	NTA-C14-1045	Safety Concerns	<p>Negative impacts of constructing a car park at Cherrington Reservoir The local schools (Beaumont Boys National School, Beaumont Girls National School) together have close to 600 pupils attending each weekday. The Ballinlough Pitch and Putt car park provides a safe off-road drop-off zone for the school that does not impact on adjacent housing (unlike the zones at on Silverdale, Woodvale/Beaumont Lawn and Beaumont Drive). Part of this car park will be lost to provide access to the proposed car park at Cherrington Reservoir under current Phase 2 proposals. This will cause traffic problems elsewhere in the Beaumont area. Safe pedestrian access for school pupils from the Pitch and Putt car park to the school will be removed if the proposed carpark at Cherrington Reservoir will be in use during school hours, as there will be a road crossing between the school and the drop-off zone. Both National Schools have worked hard over the last 2 years to successfully develop an active transport encouraging walking and cycling to school resulting in national awards recognising this achievement. The</p>	<p>Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 11 in this report.</p>	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			construction and operation of a carpark in Cherrington Reservoir has the potential to undo much of this good work.		
J-303	NTA-C14-1045	Parking	Ballinlough Pitch and Putt Club are a long-established sports club situated adjacent to Beaumont Park. Their dedicated car park already provides off-street parking in this area and is used by people attending training and matches at Cork Constitution Rugby Football Club (CCRFC) across the road as well as school pupils and the Pitch & Putt club members. The loss of at least 5 parking spaces to provide access to the proposed new car park, plus the loss of a section of club grounds adjacent to their club house will negatively impact the club's use and enjoyment of their lands.	Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 9 in this report.	Ballinlough Pitch and Putt
J-304	NTA-C14-1045	Impact on Trees, Greenspaces, Heritage and Character	Local residents, including residents of Cherrington Estate, have concerns about anti-social behaviour spreading from Beaumont Quarry into the Park and Pitch and Putt Club carpark at night. Cork Nature Network have been working with Cork City Council to manage the Quarry for wildlife & have repeatedly requested CCTV & appropriate lighting in the Pitch & Putt car park to deter existing illegal dumping and other anti-social behaviour. Opening Cherrington Reservoir as a car park without staff or other management risks providing another venue for such undesirable behaviour. Since the beginning of April this year, unknown persons have been removing the padlock on the site gate and entering the site to engage in drinking and setting fires within the Reservoir's control house. Now that the site has been identified as a secluded drinking spot, this behaviour is likely to continue unless the site is in regular public use and the negative behaviours may impact the houses and residents of Cherrington estate. The residents of Cherrington Estate are hugely concerned about the impact of the proposed car park on the safety of their homes and with regard to noise, fumes etc from vehicles in the car park.	Please see the NTA's response to Issue 4 in this report.	Ballinlough Pitch and Putt
J-305	NTA-C14-1045	Surveys and Impact Assessments	One factor that may not have been realised by BusConnects is the slopes existing within Cherrington Reservoir and the adjacent Beaumont Park. The land slopes downhill to the south, a drop of perhaps 3m and is uneven due to prior excavation when the water tower was built, with steep slopes in places. The cost of removal of the concrete water storage tank from Cherrington Reservoir will be significant, as will the costs of levelling the land and installing appropriate wildlife-sensitive lighting and CCTV, as well as crossing lights for	Please see the NTA's response to Issue 9 in this report. Please see the NTA's response to Issue 13 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
pedestrian safety. What is the justification for these costs when there are other options available for off-street parking in the locality that would not attract these costs?					
J-306	NTA-C14-1045	Parking	Locking in car use versus public green space In the same way as providing wider, faster roads has been shown to lock in future car use, provision of parking spaces encourages and locks in future car use as well. Given that the stated aim of Bus Connects is to reduce car use and encourage more people to use public and active transport modes, provision of car parking connected to Bus Connects (apart from to compensate loss of residential parking) appears to actively undermine the purpose of the Bus Connects scheme. I would be concerned that providing parking along a major bus route would see the area turned into a de facto park and ride for the city centre, and without the necessary traffic management that a P&R would require. Access to the existing Pitch & Putt Club car park is difficult - there is single lane access with sharp turns shaded by mature trees and it is very difficult to turn right out of the car park at peak traffic times. Bus Connects has suggested in a Community Forum meeting for STC J that it will be possible to park in bus lanes outside of peak hours, so the provision of compensatory off-street parking is unnecessary as the bus lanes can be used for this, as is the current situation.	Please see the NTA's response to Issue 9 in this report.	Ballinlough Pitch and Putt
J-307	NTA-C14-1045	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Alternative parking possibilities also exist at the top of Churchyard Lane, on the widened road and on the green space at the corner of Churchyard Lane and Boreenmanna Road, as well as within the Silverdale and Ardmore Estates and at the Well Road/Boreenmanna Road junction. There is no alternative community garden space within Beaumont Park as much of the park has steep slopes or has been successfully rewilded by Cork City Council and Beaumont Boys school with a combination of no-mow areas and tree planting. Sports clubs use the flatter areas for pitches and training, while the periphery is used by a local athletics club for cross-country races.	Please see the NTA's response to Issue 1 in this report. Please see the NTA's response to Issue 9 in this report.	Churchyard Lane/Boreenmanna Rd Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-308	NTA-C14-1045	Impact on Trees, Greenspaces, Heritage and Character	<p>The land at Cherrington Reservoir is a publicly owned green space. It is zoned sustainable residential area, but the access route through Ballinlough Pitch and Putt car park is zoned green open space and area of high landscape value, which also covers Beaumont Park and Quarry. No traffic data have been presented to the community to demonstrate a public need for additional parking or on the estimated public use of any car park developed. I understand that community meetings during Phase 1 consultation expressed a concern about parking on Boreenmanna Road, but the proposed location will not benefit most Boreenmanna Road residents. All of the local businesses (Jerh O'Connor Funeral Home, AJ's Tyres and Services) and sports clubs (Cork Constitution Rugby Football Club, Parc Ui Rinn, Parc Ui Caoimhe) have existing parking within their grounds. Where parking to be provided at Cherrington Reservoir, it will certainly be used. However, if it is not provided, many of the people accessing the local clubs and businesses live locally and may well chose to walk to their activity or plan access differently.</p> <p>The value of publicly accessible green space was highlighted during the Covid-19 pandemic, for exercise, meeting community and enhancing our mental and physical health. BRA's proposal of Cherrington Reservoir as a community garden, open to all (within opening hours), would increase public green space and outdoor active recreation (non-sporting), which is a neglected issue within Cork City Development Plans. Our children are growing up with Nature Deficit Disorder due to a lack of wild natural spaces for them to interact with. This will only increase if we tarmac Cherrington Reservoir. Turning it into a community garden will actively decrease nature deficit disorder, as well as reducing anxiety and enhancing wellbeing in people who visit the garden or participate in activities there. I do not believe that the benefits of providing parking here outweigh the costs of losing the biodiversity, heritage and community value of Beaumont Community Garden.</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-309	NTA-C14-1065	Support for the Scheme	<p>This is an interesting scheme along roads which have rather high average speeds and poor accommodation for pedestrians and vulnerable road users. Boreenmanna Road supports four lanes of vehicular traffic - two moving and two stationary, it has four education facilities located along it and a dearth of safe crossing places. I welcome the proposals to rationalise the Ballinlough Road / Churchyard Lane junction. This junction is heavily trafficked and due to its breadth is very difficult for pedestrians to cross - reducing the radii and installing crossing lights would be a welcome move. So too for the Boreenmann Road/ Churchyard Lane junction - this is a busy junction with a wide mouth, due to the average speed of vehicles it is exceptionally difficult to cross and in order to walk south towards Ballinlough Road pedestrians must first walk west to the pedestrian lights at Crab Lane. Proposals to signalise this junction are welcome.</p>	Please see the NTA's response to Issue 12 in this report.	Churchyard Lane/Boreenmanna Rd Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-310	NTA-C14-1065	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	The layout of the cycle lane is odd and the alteration between single direction and dual-direction lanes is bound to cause difficulties, added confrontation and perhaps a lack of coherence.	Please see the NTA's response to Issue 1 in this report.	General
J-311	NTA-C14-1073	Impact on Trees, Greenspaces, Heritage and Character	I am a local resident who regularly cycles and uses buses to travel within the city. I am concerned about the proposed layout of cycle lanes on Boreenmanna Road, but I note that this submission would apply to provision of cycle lanes on any STC. During Phase 1 consultations, there was much public opposition to widening Boreenmanna Road and removing mature trees, which I wrote a submission supporting. This has resulted in a two-way cycle lane between Victoria Road and Ballinlough road junctions.	Please see the NTA's response to Issue 4 in this report.	Boreenmanna Rd
J-312	NTA-C14-1073	Safety Concerns	At Ballinlough Road, the cycle lane splits and becomes one-way on each side of the road. I understand that single-lane cycleways are safer for cars to cross, so this has been selected for road safety reasons. Unfortunately, I suspect that this switching between different sides of the road will not work well for cyclists, a group the scheme is aiming to prioritise within the traffic mix. In my experience of my own cycling, and of observing cyclists using the one-way cycle lanes on Centre Park Road and Monaghan Road, cyclists will want to reach their destination by the shortest route, minimising road crossings which cause delays, increases an individual's risk of a road traffic accident and force cyclists to behave like pedestrians. To achieve this, I have seen cyclists cycle in both directions in a one-way cycle lane to reduce road crossings/increased cycle distance and to continue from a cycle lane into a non-protected traffic lane to maintain their direction of travel. My observations lead me to believe that cyclists in-bound along Boreenmanna Road will not cross the road at Ballinlough to access the two-way cycle lane, but will continue their travel along the road/bus lane and the left hand side of the road. This may cause negative issues with road space use further along Boreenmanna Road, for example pushing buses out into car lanes to overtake cyclists.	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd
J-313	NTA-C14-1073	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	I submit that this STC will work better for all road users, cars, buses and cyclists combined, if cycle lanes are laid out as either one-way or two-way for the entire length of the route so that cyclists can flow easily along their lanes without needing to switch sides of the road. As additional landtake for road-widening would be required for one-way cycle lanes between Victoria Road and Churchyard Lane, my preference would be for 2-way cycle lane for the entire length of STC J.	Please see the NTA's response to Issue 1 in this report.	Churchyard Lane/Boreenmanna Rd Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-314	NTA-C14-1073	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	I support Cork Cycling Campaign's observation that the Phase 2 proposals, while containing a welcome reduction in landtake and loss of mature trees, tend to prioritise maintaining road space for cars over buses and cyclists. This reduces the overall benefits of BusConnects to cyclists in terms of safety and route provision. I suggest that bus and cycle routes be prioritised and, where a conflict arises it should be the car driver that is inconvenienced, e.g. by increased traffic, a one-way system or limiting access points to residential estates to prioritise two-way cycle lane safety.	Please see the NTA's response to Issue 1 in this report.	General
J-315	NTA-C14-1073	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	In an ideal scenario, BusConnects should not increase land take for roads, but reprioritise the existing roadways to favour buses and cyclists by removing on-street parking in narrow areas, once public bus services have increased frequency sufficiently to be able to replace car use for those residents affected. All cycle lanes should be physically separated from bus and car lanes to prevent parking on cycle lanes and to prevent conflict between cyclists and bus stops. When a vehicle stops in a cycle lane, any cyclists using the lane are pushed out into traffic, or forced onto the pavement to continue their journey. In summary, I request that BusConnects consider cyclists as road users the equal of motorised vehicles and be cognisant of both cyclists' increased physical vulnerability to motor vehicle collisions and their significant contribution to the reduction of carbon emissions and road congestion. The safer and more respected cyclists feel on the road, the more people will choose to cycle. Getting cycle lane provision correct is therefore a priority for the success of BusConnects.	Please see the NTA's response to Issue 1 in this report.	General
J-316	NTA-C14-1074	Impact on Trees, Greenspaces, Heritage and Character	I welcome that the NTA has taken on board some of the local community comments from the previous consultation in particular regarding prior proposals to remove a substantial number of trees. A sustainable city is a "green" city abundant with biodiversity which will naturally encourage walking, cycling and use of public transport. Unfortunately, there are still many trees proposed to be removed and far too few new trees to be planted. In particular many local residents are extremely disappointed and angered to see the removal of a beautiful mature walnut tree at the start of Boreenmanna road which is of special significance to the community. (See map 2, route J, located by Rockboro Avenue).	Please see the NTA's response to Issue 4 in this report.	Boreenmanna Rd
J-317	NTA-C14-1074	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	I would kindly urge the NTA to review the proposed positioning of the toucan crossing at this location, which could be adjusted whilst still retaining the tree and not impacting others. Alternatively, could the crossing be moved a little further up the Boreenmanna road towards Castlegreina park which would not impact any existing trees? All other viable options should be carefully considered to retain trees, in particular mature trees. The proposed scheme is a once in generation scheme, its legacy should aim to be one that incorporates and strengthens the existing environment rather than detracting from it.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-318	NTA-C14-1074	Parking	The proposed new off-street parking spaces close to Ballinlough Pitch and Putt and near the entrance to Rockboro Primary School are unnecessary and counterproductive. These car parks would remove the incentive to make use of alternative sustainable forms of transport rather than making unnecessary car journeys. If the aim of the scheme is to encourage cycling, walking and bus use, providing new additional carparking should be redundant.	Please see the NTA's response to Issue 9 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-319	NTA-C14-1074	Safety Concerns	The proposed Rockboro car park location is so close to the city that residents can easily walk, cycle or use the bus. This area is already congested with traffic, and locals have valid safety concerns regarding positioning of a carpark so close to the primary school and in proximity to the pedestrian crossing.	Please see the NTA's response to Issue 11 in this report.	Rockboro Rd
J-320	NTA-C14-1074	Parking	A carpark adjoining the Boreenmanna road (which is busy at this location) may cause practical issues with access and traffic flow. There is a very real risk that this carpark will attract antisocial behaviour which is a real problem at other locations nearby. In any event, a car park would not benefit residents as any additional parking at Rockboro would likely be used by commuters or visitors to the nearby hospital unless controls are in place to strictly limit access.	Please see the NTA's response to Issue 9 in this report.	Rockboro Rd
J-321	NTA-C14-1074	Impact on Trees, Greenspaces, Heritage and Character	A more socially and environmentally friendly option would be to plant additional trees at this location. The Beaumont residents have plans which have been years in the making for development of a walled garden, destroying this green space and undoing years of local community work to use this area as a carpark is disappointing. I respectfully request that these points are considered in determining the final route. Thank you	Please see the NTA's response to Issue 4 in this report.	Boreenmanna Rd
J-322	NTA-C14-1086	Impact on Trees, Greenspaces, Heritage and Character	I am concerned in relation to the removal of the walnut tree to accommodate the toucan crossing at the bottom of rockboro avenue. As a cyclist I am 100% in favor of the bike routes and crossing enabling safe usage of bicycles for adults and children as an alternative to private car use. This tree however is a landmark in the area and is beloved by all especially the elderly of the area who watched the tree grow over their lifetimes. The tree also provides an essential barrier to noise & pollution raised by the busy junction. Can the plan not be adjusted to accommodate both crossing and this beautiful mature tree?	Please see the NTA's response to Issue 4 in this report.	Rockboro Rd
J-323	NTA-C14-1086	Safety Concerns	I also have some concerns regarding the placement of the carpark by the primary school. The cars will be crossing the road by the toucan crossing potentially creating danger for school children from nearby primary schools and the secondary school as well as general pedestrians. Drivers tend to take chances on this junction already and improper road use is a real danger at this point	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-324	NTA-C14-1088	Impact on Trees, Greenspaces, Heritage and Character	To whom it may concern, I am a resident of Cherrington, beside the Reservoir at Beaumont Walled Garden. In fact my house is right beside this reservoir so the planned car park directly affects me. To install a car park here would result in the following detrimental consequences; 1. Tearing down existing historical walls which are circa 200 years old 2. This has an environmental impact to this green space, trees and the wildlife inhabitants	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-325	NTA-C14-1088	Surveys and Impact Assessments	3. A large concrete car park goes against the whole green ethos of trying to encourage and promote cycling and the use of public transport 4. What cost benefit analysis has been done to say this is a viable proposition - it's not level ground and removing the reservoir would be a massive undertaking and for what? Just so people don't have to cycle to Cork Con or get the bus? 5. This potentially rarely used car park would provide scope for loitering and anti-social behaviour which scares me given the close proximity to my house and garden Please consider these viable "green" concerns from a concerned Cherrington resident. Is mise le meas Katrina Murphy	Please see the NTA's response to Issue 9 in this report. Please see the NTA's response to Issue 13 in this report.	Cherrington Reservoir/Beaumont Park
J-326	NTA-C14-1104	Parking	Dear Sir/Madam, As a resident of Boreenmanna Road for almost 40 years I find the proposal to remove on road parking abhorrent. I and everyone else on the Road bought our homes in a residential suburb and not on a thoroughfare. I committed the bulk of my earnings for 20 years to pay the mortgage on my home and I live in a vibrant and lovely community along a very beautiful road. The availability of on road parking is not just a concern for those who don't have off road options, but is essential to everyone in the community. It facilitates visitors to our homes, services and community events.	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd
J-327	NTA-C14-1104	Need for the Scheme	Boreenmanna Road is a wide road which is fit for purpose and does not need a bus corridor. Traffic is free flowing except for peak times where the build up can be directly attributed to the junction with the link road and unequal distribution of lanes in both directions. I have previously pointed out that an additional lane to the junction would solve this issue. An additional lane could also provide for a bus gate for city bound buses. The proposal to have a bus lane in which vehicles can park out peak hours seems contradictory and for most of the day, evening and all night buses would travel on the car lane. This being the case, why do you need a bus lane?	Please see the NTA's response to Issue 8 in this report.	Boreenmanna Rd
J-328	NTA-C14-1107	Support for the Scheme	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.	Please see the NTA's response to Issue 12 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			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		
J-329	NTA-C14-1108	Parking	Good Afternoon, In addition to our submission one of the residents of our Association would like me to bring a matter to your attention. It relates to the previous widening of the road at Westview. This resident was given an area of footpath for parking. He is of the belief that this area cannot be changed. Please find enclosed photos of the space and his letter outlining the matter. On behalf of Floraview and Westview Residents Association, Angela Higgins	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd
J-330	NTA-C14-1136	Support for the Scheme	We welcome the Bus Connects Cork Programme and are satisfied with several of the Preferred Route Options along the Sustainable Transport Corridors (STC). We wish to ensure the delivery of an optimal route into Mahon and Jacobs Island to provide the community with sustainable transport options to support the compact growth of Jacobs Island which when completed, subject to planning, will have 1278 residential units, a 165 bedroom hotel and approx. 15,000 sq metres of office space.	Please see the NTA's response to Issue 12 in this report.	Jacob's Island
J-331	NTA-C14-1136	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	The overall scheme's preferred route options display strong ties to the city centre and surrounding economic and community hubs. These areas are one bus trip away from their destination. We suggest that these communities are served by a route that would connect them to each other and allow polycentricity of Cork City's communities to flourish. The current Part 8 application from Cork City Council proposes an extension to the N40 (South Ring Road) up-ramp at the westbound approach to Mahon, Junction 10. We believe it crucial to connect Jacobs Island & Little Island via the N40 westbound. To enable this, we are happy to facilitate access to our site from the N40 by creating a new bus gate connection from the queuing lane on the current approach to Jacobs Island. We believe this would significantly bolster the delivery of what should be deemed as the best possible option the city has for an orbital route, by connecting STC J to STC A or indeed other possible future bus connections coming through the tunnel.	Please see the NTA's response to Issue 1 in this report.	Jacob's Island
J-332	NTA-C14-1139	Support for the Scheme	I would like to first state my support for this BusConnects project and its initiative to improve sustainable transport options as proposed.	Please see the NTA's response to Issue 12 in this report.	General
J-333	NTA-C14-1139	Impact on Trees, Greenspaces, Heritage and Character	However given the objective of bus connects is to have less cars on the road so we have a cleaner healthier city, and can reduce our emissions, I must strongly object to the proposed conversion of the walled garden at Beaumont into a car park. This simply undermines this core objective. I have lived in Beaumont/Ballintemple most of my life and was delighted to hear that finally this area was going to be transformed into a community garden as it has lain desolate for decades. It is also a heritage site and needs to be protected. In the age we currently live in, we need to restore nature and its habitats, not	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			<p>destroy for a car park. It does not make any sense. Just like bulding roads, they do NOT alleviate traffic but only serve to increase traffic, this will be the same here and it would be disaster to see this as a car park, instead of a community garden for the locality to enjoy. If this proposed car park is to facilitate the concerns of Cork Con rugby football club losing their on street parking, then I would suggest that this is not a good enough reason to remove a community garden that can be enjoyed year round by 1000's of local residents, just to appease their concerns for potentially 10-15 home games/occasions per year, which primarily take place on off-peak Saturdays too.</p>		
J-334	NTA-C14-1139	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>As stated by Cork Con submission – 'Is there an alternative solution to the bus lane proposal which will allow some on-street parking. It should be noted that the majority of Cork Constitution Football Club parking needs occur in non-peak hours.'</p> <p>There must a solution that does not involve removing a community garden and turning it into a car park which goes against everything that you are trying to achieve with this project.</p> <p>There was a point raised at the Community Forum, which seem to be well received by the NTA, and that was for those bus lanes in the area (i.e. ChurchYard Lane, Boreenmanna Rd.), could they operate only for peak hours? This would allow parking for CorkCon during off park hours, where the need is greatest. This would remove the need for this car park. Currently it would seem that the bus route in to the city on the Boreenmanna Road seem to function well as it is, given the size of the road and traffic required. Maybe a major upgrade is not required but an enhancement here and there.</p>	<p>Please see the NTA's response to Issue 1 in this report.</p> <p>Please see the NTA's response to Issue 4 in this report.</p> <p>Please see the NTA's response to Issue 9 in this report.</p>	Cherrington Reservoir/Beaumont Park
J-335	NTA-C14-1139	Impact on Trees, Greenspaces, Heritage and Character	<p>Also, as a parent who has and still does walk my children to school as often as possible, the path that runs between the walled garden & pitch n' putt club is currently being used as a safe route to Beaumont Boys and Girls schools. This proposal to convert the walled garden into a car park will greatly impair this safe access and simply ruin the safe access to the school. Currently there is a small section for parking outside the Pitch & Putt club, potentially up to 10 cars safely park there - to increase this to a 250 car park would be a horrendous decision. It is simply not in the public interest.</p> <p>Please DO NOT destroy this soon-to-be community walled garden.</p>	<p>Please see the NTA's response to Issue 4 in this report.</p> <p>Please see the NTA's response to Issue 9 in this report.</p>	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-336	NTA-C14-1143	Impact on Trees, Greenspaces, Heritage and Character	<p>Please maintain the community garden in the site of the water tower in Beaumont Park. Do not turn it into a car park! It is anachronistic in this era of climate change awareness to pave over a vibrant initiative that protects local plants and animals (including bat species) and turn it into a car park. The close involvement of the local primary schools (my children attend there) in protecting their area and maintaining the walled garden should tell you everything about how important this is.</p> <p>It is young people that are responding most urgently to climate change. Recent caselaw to the UN Committee on the Rights of the Child (Saatchi et al v Argentina et al) and the European Court of Human Rights (Duarte Agostinho et al v Portugal et al) are cases brought by children against States to international courts out of frustration that they are not being listened to in our failure to respond effectively to climate change. The answers are local as well as global. This is a small part of that but big in terms of the message it sends.</p> <p>Cork City must protect such spaces which engage adults and children in critical environmental protection. I urge you to maintain it and support the local schools and community in this regard.</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-337	NTA-C14-1166	Need for the Scheme	<p>The bus gates are an infringement of our basic civil and lawful rights to use the public roads whenever we want to. These roads are public roads not private roads. I presume a legal challenge will be made on this point like is happening in Oxford UK now.</p>	Please see the NTA's response to Issue 8 in this report.	General
J-338	NTA-C14-1166	Surveys and Impact Assessments	<p>Putting gates prohibiting people from accessing local amenities in an inefficient manner is time expensive, increases carbon footprint and is unwarranted. Bud Gates should never be adopted.</p> <p>The proposal to have a 24 hour bus gate is without doubt the worst possible move one can make and needs to be permanently outlawed. If you look at what happened in Oxford UK 2023 where they did introduced it, it caused journey times to double or triple for people on those routes traveling to and from work / home. This also dramatically increased the carbon footprint for families who have multiple stops for collecting children, elderly and after care duties.</p> <p>These gates also prohibit the local populace especially the elderly and disabled from seeking medical attention where necessary from the GPs dentists and or health care providers. If they cannot travel from their home to these destinations because they live on these roads that are on bus corridors/ gates, they are essentially blocked by the bus gates and this means they are confined to their homes completely isolated. It also prohibits them from going to shops that could be 100 or 200 m away and now have to travel 2 to 5 miles to get to their shop via multiple buses. Then they have to carry their shopping on multiple buses back home. Five minute round trip could take an hour or two. This is neither convenient or efficient.</p>	Please see the NTA's response to Issue 13 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-339	NTA-C14-1166	Devaluation of Property	The houses & properties on those routes will become isolated, undesirable and financially devalued.	Please see the NTA's response to Issue 3 in this report.	General
J-340	NTA-C14-1166	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	put extra bus lanes in but no bus gates. Bus Gates should not be adapted at any cost for any reason.	Please see the NTA's response to Issue 1 in this report.	General
J-341	NTA-C14-1178	Support for the Scheme	The NTA have done an excellent job in accommodating concerns raised in early consultation phases concerning STC J Strongly supportive of the proposed bus lanes	Please see the NTA's response to Issue 12 in this report.	General
J-342	NTA-C14-1178	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Requires dedicated and protected continuous cycle lanes that stays on one side of the road – 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 The removal of Churchyard Lane/Boreenmanna Road is an important safety issue, currently at busy times it is extremely dangerous and a child will get hit there one day, during the working week much of the Boreenmanna Road is essentially a car park – this needs to go Bus Gate at the junction of Mahon Drive and Avenue De Rennes is a sensible solution	Please see the NTA's response to Issue 1 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-343	NTA-C14-1178	Impact on Trees, Greenspaces, Heritage and Character	Beaumont Community Garden - I wish to object to the proposed car park in Beaumont Walled Garden.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-344	NTA-C14-1183	Impact on Trees, Greenspaces, Heritage and Character	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. 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	Please see the NTA's response to Issue 4 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			gardens. 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. 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.		
J-345	NTA-C14-1183	Impact on Trees, Greenspaces, Heritage and Character	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 4 in this report.	Boreenmanna Rd
J-346	NTA-C14-1183	Surveys and Impact Assessments	It appears the City Council has on purpose caused many traffic issues in the City centre in the last year making it impossible to cross the City due to taking away lanes and creating wide concrete pavements. It does not serve the cyclist or the user of the bus from my observation. No ones has to look further to see what they have done to the Junction in Ballyphehane by the Mace shop, previous to the removal of a side road there was no issue with the passage of vehicles and buses now there is slow down for all road users. I don't trust the City Council and The planners who want to implement these bus corridors, they appear to not care for the people living in the area.	Please see the NTA's response to Issue 13 in this report.	General
J-347	NTA-C14-1183	Need for the Scheme	I strongly disagree with these plans. Psalm 20:11 Though they plan evil against you, though they devise mischief, they will not succeed.	Please see the NTA's response to Issue 8 in this report.	General
J-348	NTA-C14-1189	Impact on Trees, Greenspaces, Heritage and Character	I had been generally in favour of the proposal from BusConnects until I saw its plans for the historic walled garden at the former Beamish estate. This part of the proposal must surely have been suggested by somebody a long way from Cork who saw the space on a map, and was unaware of the preparatory work being done to transform this garden back to its former glory, and the huge potential it has as a community hub. I hope that by bringing this to your attention now, your plans will be amended and we can go back to supporting the proposal, and perhaps you may even generate more goodwill with a donation that can be used to help the transformation to a local community gathering point. And I have no doubt there are many more suitable locations for a bus garage. Thank you for the opportunity to make this submission.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-349	NTA-C14-1193	Parking	As a resident of [personal information redacted], Boreenmanna Road for [personal information redacted] years, I am writing to share my disappointment in the revised plan. Yes there some changes made which we were happy with, but I'm still unhappy about losing our on street parking and also with the proposed alternative which will be located right alongside my house. As the closest house to [personal information redacted] School, not only does the proposed new parking area not have enough spaces to cater for both	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			west view and flora view, but also completely rules out anybody visiting my home and everybody's.		
J-350	NTA-C14-1193	Safety Concerns	By having the car parking located next to my home, it allows for anti social behaviour and card accessing at all hours, and noise disturbance.	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd
J-351	NTA-C14-1193	Parking	Your proposal shows a possible 13 spaces which would be created by moving the entrance to Rockboro School, however, it is not clear that these spaces would be for residential use only.	Please see the NTA's response to Issue 9 in this report.	Rockboro Rd
J-352	NTA-C14-1193	Parking	Neither is it clear how access to these spaces will work both inbound and outbound to and from the link road. Unless the current road layout is significantly changed, the proposed parking area would be accessible only to cars traveling Westbound along Boreenmanna road.	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd
J-353	NTA-C14-1193	Parking	Just to point out that 13 spaces is an insufficient number for the homes impacted by the plans. There are 4 homes in Westview and 13 in Flora View. I previously surrendered our garden to compulsory purchase order when Boreenmanna Road was widened in the 80s. It was bad enough we first lost our gardens and are now asked to relinquish our on-street parking. I urge you to re visit your plans and maybe instead of someone behind a PC looking at it from a plans perspective, come to the location and I would be more than happy to walk it with you. Its just not feasible.	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd
J-354	NTA-C14-1202	Surveys and Impact Assessments	I understand the need for an updated Transport System for Cork but strongly believe this should be a fully integrated proposal consisting of ALL the interested parties. It seems BusConnect is doing its own thing with no regard for an overall transport plan. For instance, the route and various stops on the Ballincollig to Mahon Light Rail have not yet been announced. Surely this and the new Bus Lanes and Routes will have an impact on each other.	Please see the NTA's response to Issue 13 in this report.	General
J-355	NTA-C14-1202	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Zig Zag cycle lanes on the Boreenmanna Road will be unworkable. With the exception of the minority of abiding cyclists, most have no regard for the rules of the road and certainly will not dismount and remount 3 times on a short journey. They will continue to weave in and out of traffic, wont wear any high viz or have any lights or reflectors. There has been much comment about "enforcement", this should also apply to cyclists.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-356	NTA-C14-1202	Surveys and Impact Assessments	<p>When most people moved into Boreenmanna Road/Ballinlough it was to a lovely and convenient location and there was no mention then of the proposed destruction you now want to impose on us. With the loss of parking on Boreenmanna Road there will be considerable pressure on the adjoining estates, increasing the danger for residents, especially children, and generally lessening the quality of life. The city centre is now almost a no-go area for car drivers, we are no longer welcome. Do not do this to our residential suburbs.</p> <p>The proposal to have all Douglas bound traffic at peak times turn onto Ballinlough Road is the most ludicrous of all the proposal so far. This is an extremely narrow road with an abundance of houses fronting the footpath. There is no information on how this traffic will then proceed towards Douglas. The Ballinlough Road will become totally gridlocked to ALL traffic.</p>	Please see the NTA's response to Issue 13 in this report.	Boreenmanna Rd
J-357	NTA-C14-1202	Surveys and Impact Assessments	<p>We have not yet been provided with any modelling, traffic management plans or surveys despite these having been requested on many occasions.</p> <p>One answer I did receive was that the time saved on a Bus from Mahon to City Centre was around 4 minutes under the current proposals!! This would seem to obviate any need for a Bus Lane.</p>	Please see the NTA's response to Issue 13 in this report.	General
J-358	NTA-C14-1202	Traffic Disruption, Traffic Diversions and Access Issues	<p>Whatever proposals are finally pushed through will be for nought unless a major revamp is undertaken of the Boreenmanna Road/South Link junction. This really is the elephant in the room.</p> <p>This entire proposal needs to be scrapped and a fully integrated alternative put forward.</p>	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd/South Link Rd Junction
J-359	NTA-C14-1208	Impact on Trees, Greenspaces, Heritage and Character	<p>We are in a climate crisis, we are in the midst of biodiversity collapse, people are more affected by mental health issues and disconnection from their local communities than ever before. I could load in the research and citations - the stark warnings from leading scientists and world leaders but we all know the score.</p> <p>What we support prioritises our values. We do not want to prioritise car use over community gardens - if we do it now - we will continue to do it which will result in our own demise.</p> <p>Come on Cork city council - consider future generations, consider the messages we are sending to them. It took over 30 years to build these community connections and to get this site in Beaumont for the garden.</p> <p>PLEASE DON'T Literally PAVE PARADISE to PUT UP A PARKING LOT!</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-360	NTA-C14-1226	Traffic Disruption, Traffic Diversions and Access Issues	To whom it may concern. This is in relation to the installation of a bus gate along the length of Avenue De Rennes. Has anyone from the design team visited the area during the proposed bus gate times? It is concerning with so many schools along Avenue De Rennes and the traffic they generate during the day. Will we end up with cars stopped and blocking Skehard Road and Ringmahon Road as people drop and collect children going to school. Residents living along and off Avenue De Rennes will be severely impacted during bus gate hours. There is no alternative vehicular access for residents. What are we the residents supposed to do during bus gate hours? Leave home an hour early to get to work? And using public transport is not an answer when you need your vehicle for work.	Please see the NTA's response to Issue 14 in this report.	Mahon Drive/Avenue De Rennes Junction
J-361	NTA-C14-1226	Need for the Scheme	I disagree with the proposed bus gate on Avenue De Rennes. Patrick	Please see the NTA's response to Issue 8 in this report.	Mahon Drive/Avenue De Rennes Junction
J-362	NTA-C14-1232	Impact on Trees, Greenspaces, Heritage and Character	I believe that Beaumont walled gardens should be preserved as a gardens for the community to benefit from and enjoy. When we have a biodiversity crisis & climate crisis, we should not be turning a place of plant life & local history into a car park. Please try to find an alternative location for the car park.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-363	NTA-C14-1232	Support for the Scheme	I cycle all around the city, for work & pleasure. My family tries to take the majority of our journeys via bike. I support the bus connects corridors and anything that encourages more people to cycle & use public transport.	Please see the NTA's response to Issue 12 in this report.	General
J-364	NTA-C14-1241	Support for the Scheme	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. I do have a car but we happy to reduce my use of it (or even get rid of it) if reliable public transport options were available. My work is on the northside so I most often get one bus, and walk for 25 minutes or so, or cycle the entire journey. I have been let down by buses on various routes around the city on more occasions than I care to remember. Personally, I would like to see more cycle lanes and better bus routes across the city overall in order to better connect Cork. Having lived overseas, I feel as though Ireland is sorely lacking in cities with examples of a well-connected reliable public transport system. Cork, in my view, could set an example for other places here to follow. No matter what is proposed, people will object. I'm sure people objected to the plans to revamp Amsterdam's public transport system decades ago, but I would also bet good money that very few who did so are unhappy with the way things turned out. Experts in traffic, transport engineering and active travel are the people whose advice we should be taking. Cars choke cities, and a better, more reliable, and sustainable public transport system is	Please see the NTA's response to Issue 12 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-365	NTA-C14-1259	Impact on Trees, Greenspaces, Heritage and Character	<p>desperately needed for the country to meet its climate goals. I urge you to implement this plan, enforce it, and build upon it once it is in place.</p> <p>I am in favour of cycling lanes and bus lanes and what the whole Bus Connects proposal is about but not at the expense of an urban green space that will be of benefit to so many people in the area. There is currently a plan in place to locate a community garden in the space where the Cherrington Reservoir is right now. This has built up great excitement between neighbours and friends. The thought of turning this into a car park is a terrible idea for some many reasons.</p> <p>Not only does it impact the loss of a historical site and covering it over with a car park, it would also have a huge impact on the mental health of the people involved in the community garden. Having a place to meet and socialise is so important now more than ever before. Beaumont is an area where many age groups from young to elderly live. People thrive on social connection and as the world gets busier, i feel some people can get misplaced. When we all come together, it makes people happier. Simple as that. Mental Health plays a massive part in today's society and the more we can relieve this issue for people, the better. Connection gives people a purpose and makes them feel included. Green spaces and working together to build a community garden is of massive benefit for the people and area of Beaumont.</p> <p>The community garden plan has been in motion for some time by Jo Goodyear, local botanist and founder of the community garden plan. She has gone to great lengths to promote the garden as a community garden and apply successfully for a grant (€6,000 from Axa Parks in summer 2022). Application for the lease was underway for the Beaumont Residents Association to take over the land until Bus Connects stopped it in its tracks to turn this space into a car park. Jo has been in correspondence with both Green Spaces for Health and Cork City Council Parks Department. All actions were in motion to get this garden added into our community space and allow neighbours and friends to come together.</p> <p>The walled garden is a heritage site back to the 19 century and should be protected. It currently harbours wildlife; it is a place of extensive habitat for insects, mammals, birds. The soil is rich, the ground having served as a domestic garden for Beaumont House for decades. It is of massive importance to the area and the people.</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-366	NTA-C14-1259	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Please don't take our community garden away. We want a greener city. Consider park and ride from outside of the city if a car park is required. There are other options.	Please see the NTA's response to Issue 1 in this report. Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 9 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-367	NTA-C14-1282	Support for the Scheme	I'm very much in favour of the cycle lanes along the Boreenmanna Road, I would use them regularly and would be much happier cycling with my children.	Please see the NTA's response to Issue 12 in this report.	Boreenmanna Rd
J-368	NTA-C14-1282	Safety Concerns	I would echo concerns elsewhere about switching from having both lanes on the north side of the road to lanes on opposite sides of the road - that transition could be tricky and would need to be safe.	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd
J-369	NTA-C14-1282	Law Enforcement Concerns	I'm also concerned about the use of bus gates as it's not clear that they will be properly enforced, judging by the Patrick St setup. Whatever the solution is we need to be sure that buses can travel as efficiently as possible.	Please see the NTA's response to Issue 7 in this report.	General
J-370	NTA-C14-1282	Parking	Finally I'd like to add my support for the plan to turn the Cherrington Reservoir into a community garden, not a car park.	Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 9 in this report.	Cherrington Reservoir/Beaumont Park
J-371	NTA-C14-1291	Surveys and Impact Assessments	I submitted a number of details in the previous round, the main theme of which is that I'm not certain that real life scenarios and local research has been done when formulating these plans. (Analysing traffic and movement patterns etc). From hearing from local residential groups during the second round I am still not convinced.	Please see the NTA's response to Issue 13 in this report.	General
J-372	NTA-C14-1291	Inadequate Consultation and Public Information Campaign	There are many people impacted by these changes and I believe that the ones whose properties / gardens are impacted have been directly contacted. For the rest of the more "minor" impact we are largely in the dark and trawling through complicated documents and drawings to understand what's happening, or relying on neighbours who have taken the time to do this to explain it to us. This causes a lot of anxiety.	Please see the NTA's response to Issue 5 in this report.	General
J-373	NTA-C14-1291	Parking	One area of personal impact is that I am a parking permit holder on one of the roads that appears to be turned into bus and cycle lanes, resulting in losing hundreds of parking spaces. The loss of parking spaces is of course not catastrophic but the lack of information about what is expected of us and how far we will have to travel from our homes to park is the issue. I know for sure of some people who would find it challenging to walk long distances to their home after parking their car at night. And the reality of the journeys they need to make has not been considered.	Please see the NTA's response to Issue 9 in this report.	General
J-374	NTA-C14-1291	Inadequate Consultation and Public Information Campaign	This is a small example of how I feel the proposal is rushed and the impacted people are not well considered or informed. I am generally in support of cycle and bus lanes but I just think you should better inform people who are impacted by their addition of what they are now expected to do after. In my example, the cars may be needed for reasons the cycle and bus lanes cannot address.	Please see the NTA's response to Issue 5 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-375	NTA-C14-1292	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Please increase the size of the build-outs at the Skehard Road - Well Road/Church Road/Bessboro Road/Blackrock Avenue/St. Michael's Drive and Mahon Point junctions, to increase the angles at which motor vehicles cross the cycle lanes when turning left. This will increase visibility of cyclists for drivers. For the same reasons please add build-outs for cyclist protection at the Mahon Interchange Bridge.	Please see the NTA's response to Issue 1 in this report.	Skehard Rd
J-376	NTA-C14-1292	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Please consider adding a parallel cycle bridge across the South Link Road rather than demolishing and constructing the current one wider. This will allow the current bridge to be used by pedestrians and cyclists during the construction period rather than there being no safe route for many months/years. This would reduce the environmental impact of demolishing a bridge with years of service left in it and replacing with one larger bridge. A smaller bridge will have a smaller carbon impact from construction. It is well established that mixed cycling and pedestrian facilities are inferior to grade separated facilities (National Cycle Manual). A single bridge with mixed modes embeds this inferior design forever. A smaller bridge will cost less to construct than demolishing the existing and building a larger replacement bridge. The current proposal has the bridge connecting to Rockboro Road several meters higher than the current setup, this will necessitate a higher gradient at the Hibernian Road side, increasing difficulty for cyclists and pedestrians. Please connect the bridge to the roads at the existing elevation.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd/South Link Rd Junction
J-377	NTA-C14-1292	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	The current proposals have a minimum distance separation between cycle lanes and floating bus stops, increasing the likelihood of collisions between cyclists and pedestrians. Please increase this separation where possible.	Please see the NTA's response to Issue 1 in this report.	General
J-378	NTA-C14-1292	Support for the Scheme	Overall I support this scheme J and appreciate the improvements that have been made to this route in this round of proposals, retaining trees and increasing the number planted.	Please see the NTA's response to Issue 12 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-379	NTA-C14-1292	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Please add larger kerbing between cycle lanes and bus lanes, as the separation is quite small in many places. This will increase the safety of cyclists preventing vehicles from encroaching into the cycle lanes.	Please see the NTA's response to Issue 1 in this report.	General
J-380	NTA-C14-1292	Impact on Trees, Greenspaces, Heritage and Character	I strongly object to the consideration of using the Beaumont reservoir for replacement parking. We will not encourage modal shift by facilitating car parking for matches and training when such incredible bus and cycle facilities exist right outside the door, which people would have to walk past to get to the parking. Please consider replacing car parking with cycle parking facilities on Churchyard Lane.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-381	NTA-C14-1295	Impact on Trees, Greenspaces, Heritage and Character	<p>Submission on behalf of Beaumont Resident's Association to BusConnects Plans re Cherrington Reservoir site</p> <p>Beaumont Resident's Association (BRA) represents roughly 200 households in this area and engages regularly with Cork City Council and the Community Policing Committee on issues of interest to our residents, including road safety.</p> <p>Beaumont Resident's Association have been working to develop a community garden for Beaumont residents at Cherrington Reservoir. The site lies between Ballinlough Pitch & Putt Club and Cherrington Estate just off Boreenmanna Road. It is owned by the City Council Water Department. Bus Connects proposes to use the site as off-street parking as shown on Map 8 of STC J Mahon to City Centre Centre Phase 2 proposals.</p> <p>BRA strongly object to this proposal on a number of grounds, namely 1) that the site is already earmarked for a positive community use, 2) that the creation of additional car parking would have a number of negative effects on the community - removing a safe drop-off location for pupils attending the adjacent national schools, increasing the possibility of anti-social behaviour close to housing, reducing local biodiversity and heritage value, removing the huge and proven benefits to mental and physical health of community and engaging with gardening and other outdoor pursuits that a community garden would provide and would be a missed opportunity to preserve local history and wildlife/biodiversity.</p> <p>Existing site use & its value to our community</p> <p>Since 2018, Beaumont Residents Association has been in discussions with councillors, Green Spaces for Health and Cork City Council about Cherrington Reservoir with a view to creating a community garden here. There were delays for 3 years (2019-2022) due to the need to treat the Japanese knotweed infestation in one section of the reservoir area. BRA had successfully applied for a grant of €6,000 from AXA Parks in summer 2022 to set up the community garden here and had begun the process of applying for a lease on the land when it became known that Bus Connects had proposed the area for off-street parking. Cherrington Reservoir was formerly part of the walled kitchen garden supplying Beaumont</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			<p>House (burned down 1920s) with food. Its limestone walls are shown on the first edition Ordnance Survey map of the area, meaning that they were constructed before the 1820s. The walls also show features of a later heated glasshouse (boiler access in walls, brick lining) – to our knowledge there is no comparable structure remaining in Cork city, increasing the site’s heritage value. Many older residents have fond childhood memories of playing in the garden.</p> <p>BRA want to return this area to its original use of vegetable, fruit and flower gardening to benefit our community, with a view to eventually utilising part of the area as a community centre. Beaumont lacks any community infrastructure – no meeting hall or other communal space which would bring our community together. Developing the community garden in Cherrington Reservoir would address this deficiency and greatly improve life for our local community. Even before the opening of the community garden, we have a 39-person strong gardening group, many of whom have been involved in planting projects in Beaumont Park. Over 70 people have attended recent events at the community garden site, suggesting that there is a lot of local interest in the site and its future, and there has been a lot of discussion on our BRA WhatsApp group on the issue.</p> <p>Turning Cherrington Reservoir into a car park will remove mature trees including heritage apple trees that may date from the days of the walled garden. The ivy-clad limestone walls provide roosts for Common and Soprano Pipstrelle bats (protected under the Wildlife Acts 1976-2021) which also feed in this area. This means that Cherrington Reservoir is of significant local nature conservation value and provides a refuge for wildlife in a very developed suburban area. The Irish government has declared a climate and biodiversity crisis, has put in place laws to increase restrictions on carbon emissions and has held a Citizen’s Convention on Biodiversity Loss. The loss of small green spaces to development chips away at the small amounts of remaining biodiversity while causing carbon emissions from breaking up and pouring concrete and disturbing carbon storage in the soil and vegetation, especially mature trees.</p>		
J-382	NTA-C14-1295	Surveys and Impact Assessments	<p>Negative impacts of constructing a car park at Cherrington Reservoir</p> <p>The local schools (Beaumont Boys National School, Beaumont Girls National School) together have close to 600 pupils attending each weekday. The Ballinlough Pitch and Putt car park provides a safe off-road drop-off zone for the school that does not impact on adjacent housing (unlike the zones at on Silverdale, Woodvale/Beaumont Lawn and Beaumont Drive). Part of this car park will be lost to provide access to the proposed car park at Cherrington Reservoir under current Phase 2 proposals. This will cause traffic problems elsewhere in the Beaumont area. Safe pedestrian access for school pupils from the Pitch and Putt car park to the school will be removed if the proposed carpark at Cherrington Reservoir will be in use during school hours, as there will be a road crossing between the school and the drop-off zone. Both National Schools have worked hard over the last 2 years to successfully develop an active transport encouraging walking and cycling to school resulting in national awards recognising this achievement. The construction and operation of a carpark in Cherrington Reservoir has the potential to undo much of this good work.</p>	<p>Please see the NTA’s response to Issue 4 in this report.</p> <p>Please see the NTA’s response to Issue 9 in this report.</p> <p>Please see the NTA’s response to Issue 13 in this report.</p>	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			<p>Ballinlough Pitch and Putt Club are a long-established sports club situated adjacent to Beaumont Park. Their dedicated car park already provides off-street parking in this area and is used by people attending training and matches at Cork Constitution Rugby Football Club (CCRFC) across the road as well as school pupils and the Pitch & Putt club members. The loss of at least 5 parking spaces to provide access to the proposed new car park, plus the loss of a section of club grounds adjacent to their club house will negatively impact the club's use and enjoyment of their lands.</p> <p>Beaumont residents, including residents of Cherrington Estate, have concerns about the existing anti-social behaviour spreading from Beaumont Quarry into Beaumont Park and Ballinlough Pitch and Putt Club carpark at night. Opening Cherrington Reservoir as a car park without staff or CCTV risks providing another venue for undesirable behaviour. Since the beginning of April this year, unknown persons have been removing the padlock on the site gate and entering the site to engage in drinking and setting fires within the Reservoir's control house. Now that the site has been identified as a secluded drinking spot, this behaviour is likely to continue unless the site is in regular public use. If so, anti-social behaviours may impact the houses and residents of Cherrington estate. The residents of Cherrington Estate are hugely concerned about the impact of the proposed car park on the safety of their homes and with regard to noise, fumes etc from vehicles in the car park. One factor that may not have been realised by BusConnects is the slopes existing within Cherrington Reservoir and the adjacent Beaumont Park. The land slopes downhill to the south, a drop of perhaps 3m and is uneven due to prior excavation when the water tower was built, with steep slopes in places. The cost of removal of the concrete water storage tank from Cherrington Reservoir will be significant, as will the costs of levelling the land and installing appropriate wildlife-sensitive lighting and CCTV, as well as crossing lights for pedestrian safety. What is the justification for these costs when there are other options available for off-street parking in the locality that would not attract these costs?</p> <p>Locking in car use versus public green space</p> <p>In the same way as providing wider, faster roads has been shown to lock in future car use, provision of parking spaces encourages and locks in future car use as well. Given that the stated aim of Bus Connects is to reduce car use and encourage more people to use public and active transport modes, provision of car parking connected to Bus Connects (apart from to compensate loss of residential parking) appears to actively undermine the purpose of the Bus Connects scheme. BRA have concerns that providing parking along a major bus route would see the area turned into a de facto park and ride for the city centre, and without the necessary traffic management that a P&R would require. We note that access to the existing Pitch & Putt Club car park is difficult - there is single lane access with sharp turns shaded by mature trees and it is very difficult to turn right out of the car park at peak traffic times.</p>		

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-383	NTA-C14-1295	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>Bus Connects has suggested in a Community Forum meeting for STC J that it will be possible to park in bus lanes outside of peak hours, so the provision of compensatory off-street parking is unnecessary as the bus lanes can be used for this, as is the current situation.</p> <p>Alternative parking possibilities also exist at the top of Churchyard Lane, on the widened road and on the green space at the corner of Churchyard Lane and Boreenmanna Road, as well as within the Silverdale and Ardmahon Estates and at the Well Road/Boreenmanna Road junction. There is no alternative community garden space available within Beaumont Park as much of the park has steep slopes or has been successfully rewilded by Cork City Council and Beaumont Boys school with a combination of no-mow areas and tree planting. Sports clubs use the flatter areas for pitches and training, while the periphery is used by a local athletics club for cross-country races.</p>	<p>Please see the NTA's response to Issue 1 in this report.</p> <p>Please see the NTA's response to Issue 9 in this report.</p>	Churchyard Lane/Boreenmanna Rd Junction
J-384	NTA-C14-1295	Surveys and Impact Assessments	<p>The land at Cherrington Reservoir is a publicly owned green space. It is zoned sustainable residential area, but the access route through Ballinlough Pitch and Putt car park is zoned green open space and area of high landscape value, which also covers Beaumont Park and Quarry. No traffic data have been presented to Beaumont Residents Association to demonstrate a need for additional parking or on the estimated public use of any car park developed. We have been told that community meetings during Phase 1 consultation expressed a concern about the loss of parking on Boreenmanna Road, but the proposed location at Cherrington Reservoir will not benefit most Boreenmanna Road residents. All of the local businesses (Jerh O'Connor Funeral Home, AJ's Tyres and Services) and sports clubs (Cork Constitution Rugby Football Club, Parc Ui Rinn, Parc Ui Caoimhe) have existing parking within their grounds. If parking is provided at Cherrington Reservoir, it will certainly be used. However, if it is not provided, many of the people accessing the local clubs and businesses live locally and may well chose to walk to their activity or plan their journeys differently.</p>	<p>Please see the NTA's response to Issue 4 in this report.</p> <p>Please see the NTA's response to Issue 9 in this report.</p> <p>Please see the NTA's response to Issue 13 in this report.</p>	Cherrington Reservoir/Beaumont Park
J-385	NTA-C14-1295	Impact on Trees, Greenspaces, Heritage and Character	<p>The value of publicly accessible green space was highlighted during the Covid-19 pandemic, for exercise, meeting community and enhancing our mental and physical health. BRA's proposal of Cherrington Reservoir as a community garden, open to all (within opening hours), would increase public green space and outdoor active recreation (non-sporting), which is a neglected issue within Cork City Development Plans. Our children are growing up with Nature Deficit Disorder due to a lack of wild natural spaces for them to interact with. This will only increase if we tarmac Cherrington Reservoir. Turning it into a community garden will actively decrease nature deficit disorder, as well as reducing anxiety and enhancing wellbeing in people who visit the garden or participate in activities there. Beaumont Residents Association do not believe that the benefits of providing parking here outweigh the costs of losing the biodiversity, heritage and community value of Beaumont Community Garden.</p> <p>John O'Donovan Chairman – Beaumont Resident's Association</p>	<p>Please see the NTA's response to Issue 4 in this report.</p>	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-386	NTA-C14-1301	Impact on Trees, Greenspaces, Heritage and Character	Bus connects plan to use Cherrington reservoir as a potential car park brings irony to a new height. The thinking behind bus connects is to dissuade the use of cars and get the population on to public transport. Why then are they planning to make a car park out of one if the few green spaces left in Beaumont to create a car park?	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-387	NTA-C14-1301	Impact on Trees, Greenspaces, Heritage and Character	Cherrington Reservoir is a small ecosystem in its own rite. It provides a home to common and Soprano Pipstrelle bats (protected under the Wildlife Acts 1976-2021) not to mention various butterfly and other insect species. It ain't paradise, so they put up a parking lot? Tree museums next?	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-388	NTA-C14-1331	Impact on Trees, Greenspaces, Heritage and Character	The proposal to change the water reservoir area to a car park will have a detrimental impact on the biodiversity, ecology and air quality of the immediate area. It is home to hundreds of species of flora and fauna including a bat colony. This area should be preserved and protected.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-389	NTA-C14-1331	Parking	There are alternative areas for car parking and or options for park and ride.	Please see the NTA's response to Issue 9 in this report.	General
J-390	NTA-C14-1331	Surveys and Impact Assessments	Any introduction of new cycle lanes and bus lanes on Skehard Rd should assess impact on junctions with existing estate roads with a view to installing signalised junctions.	Please see the NTA's response to Issue 13 in this report.	Skehard Rd
J-391	NTA-C14-1338	Support for the Scheme	<p>Please find the submission for Route J attached on behalf of Cork Cycling Campaign. The campaign is supportive of Bus Connects.</p> <p>Cork Cycling Campaign – Bus Connects – J – Mahon to City Centre Centre Cycle Route Firstly, and most importantly, we commend the NTA and Bus Connects teams for progressing active transport infrastructure in the Cork area. We particularly welcome some high-quality design features that have been included in this scheme, such as the provision of a new bridge over the South Link Road, with additional width, as well as the creation of a two-way cycle route on Rockboro Road, and the narrowing of the width of many junctions to provide traffic calming, and an easier crossing of the junction for vulnerable users. These measures will provide a much improved active and public transport network for the Mahon and Ballinlough areas and will provide direct routes into the city centre for the many residential areas. This route will also provide easier access to the many schools and businesses in the locality, such as the three schools directly situated along Boreenmanna Road, and improved bus and active travel services to Páirc Uí Rinn, Mahon Point etc.</p> <p>We believe that there's scope for improving the scheme further without undermining the design teams' efforts or intentions. We have provided some suggestions that we believe will help to improve the scheme for active transport users without compromising other</p>	Please see the NTA's response to Issue 12 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
users' experience. We have listed our comments on Bus Connects Route J (Mahon to City Centre Centre) in the sections that follow.					
J-392	NTA-C14-1338	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>General Cycle Infrastructure We at the Cork Cycling Campaign would like to once again restate our preferences for Cycle Infrastructure which is:</p> <ul style="list-style-type: none"> - Coherent – (no conflict with other modes, no “cyclist dismount” signs, no longer-distance diversions to facilitate other modes) - Continuous – (no stoppages, road crossings, gaps in the infrastructure) - Connected – (connects all trip origins and destinations in the area) <p>In general, we request the segregation of cyclists and pedestrians wherever possible.</p> <p>Directness of Cycle Routes: We commend the overall continuous nature of the cycle tracks throughout Route J. They keep cyclists mostly separate from both pedestrians (with a few exceptions – discussed later) and general traffic throughout which is to be lauded. This can be seen most prominently when travelling Mahon Bound from Churchyard Lane. However, when travelling city bound from Churchfield Lane onto Boreenmanna Road, cyclists must stop at signalized junctions four times while going straight. In Map 3, we see the bidirectional cycle track becoming a single-direction cycle track on different sides of the road. This single-direction cycle track then becomes a bidirectional cycle track again in Map 5, close to Belfield Abbey. This bidirectional cycle track goes back again to a single direction track again on Churchfield Lane in Map 8.</p> <p>This design has several major drawbacks and is a huge impediment to the success of this cycle scheme. The levels of the stoppage by the provision of so many road crossings will mean that end users repeatedly progress only a short distance before stopping. This level of stoppage will result in significant energy wastage. The additional effort by end-users to start and stop regularly will undoubtedly make the end infrastructure less enticing and less enjoyable. The levels of road-crossing will result in fewer parents allowing children to cycle to their destination alone. Furthermore, for every user of this cycle track, they will also stop both buses and the general traffic three times along this section at the crossings. This will have major and unnecessary drawbacks to the reliability and smoothness of bus travel along this section.</p> <p>The stop-start nature of cycling proposed for Boreenmanna Road is in conflict with National Cycle Manual 2017 section 1.2.3 – Directness:</p> <ul style="list-style-type: none"> o “Cycling infrastructure should be as direct as possible, minimising any delays or detours. A well-designed urban cycle network should confer an advantage in terms of average distance or journey time when compared with other transport modes”. <p>The stop-start nature of cycling proposed for Boreenmanna Road is also in conflict with National Cycle Manual 2017 section 1.2.5 – Comfort:</p> <ul style="list-style-type: none"> o “Anything that causes discomfort or delay, or requires a disproportionate amount of effort, is likely to result in the cycling facility not being used.” 	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			<p>o “Stopping and Delays: Minimise the number of obstructions or detours that impact on the cycling momentum.”</p> <p>In its current configuration, it will ultimately result in less modal shift and fewer end-users than a better design and we strongly urge that the unnecessary road crossings be removed and that the cycle lanes continue on the same side of Boreenmanna Road.</p>		
J-393	NTA-C14-1338	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>Hibernian Bridge and Rockboro Road: Map 1 shows Old Blackrock Road, Rockboro Road and Hibernian Road. We commend the replacement of the current narrow Hibernian bridge which requires a diversion further down Rockboro Road for cyclists to access the bridge. It seems to show from the drawings that the Hibernian joins directly to Rockboro Road, eliminating the need for the detour further down Rockboro Road to access the bridge. Closing off Rockboro Road to non-local access also creates a much safer and more enticing street for pedestrians and cyclists.</p> <p>As Hibernian Road is currently a major area for parked cars, it is imperative that the Council enforces any cars that may try to park here illegally in the future as these will create safety issues and conflict with other modes.</p>	Please see the NTA's response to Issue 1 in this report.	Rockboro Rd
J-394	NTA-C14-1338	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>Shared Space:</p> <p>We strongly commend the avoidance of shared space designs throughout the extent of Route J with a few exceptions. Map 2 shows the beginning of bidirectional cycle lanes on Boreenmanna Road begins on a footpath. Especially as there are high walls and a mature tree on the footpath, the visibility for cyclists and pedestrians is reduced. The beginning of the cycle path should not be accessed through a shared space as this will create conflicts and safety issues between cyclists and pedestrians. There is ample space here to separate the cycle track from the footpath. According to the National Cycle Manual, “Shared facilities between pedestrians and cyclists generally result in reduced Quality of Service for both modes and should not be considered as a first option”. Shared spaces are also found at some of the Toucan Crossings throughout the drawings, especially when the cycle lanes switch from bidirectional to single direction cycle lanes, as seen in Map 3 and Map 5. These shared spaces should be avoided.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-395	NTA-C14-1338	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>Bidirectional Cycle Lanes Incorrect Direction:</p> <p>Furthermore, throughout Route J, wherever there is a bidirectional cycle lane, it indicates that the contra-flow cyclist is the closest to the traffic while the with-flow cyclist is the furthest from the traffic. This contravenes the National Cycle Manual which states that the “contra-flow cyclist should always be on the inside” while the “with-flow cyclist is positioned closest to traffic”. This is to ensure a lower relative speed difference between the cyclist and the traffic. However, this direction of flow may suffice if a grass buffer or sufficient kerb protection is installed along the cycle lane which will improve both actual safety and safety perception of the users of the cycle lane closest to the general traffic lane.</p>	Please see the NTA's response to Issue 1 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-396	NTA-C14-1338	Support for the Scheme	<p>Left-Hand Turn at Beginning of Boreenmanna Road: As the picture above shows, the current configuration of the junction allows for general traffic to move through this left-hand turn at high speeds, endangering cyclists travelling towards Rockboro Road and the Hibernian Bridge. It is indicated on the drawings (Map 2) that this junction will be straightened with the turning radius being reduced, limiting vehicular speed. We strongly support these measures.</p>	Please see the NTA's response to Issue 12 in this report.	Boreenmanna Rd
J-397	NTA-C14-1338	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>Junctions: The junctions seen throughout the drawings of Route J, such as between Boreenmanna Road, Victoria Avenue, and Wallace Avenue, have protection on the cycle lanes and the cycle lanes are also separated from pedestrians, which is much appreciated. However, the layout of the junctions found in the drawings of Route J do not afford enough visibility for left-turning motorists to see cyclists carrying on straight through the junction and "left-hooks" or "side-swipes" of cyclists are very likely in the junction's current configurations. The cycle lanes should be swept back further to allow vehicles turning left to face the cyclists at a better angle, allowing much better visibility. Furthermore, the cycle stop lines should be advanced ahead of the general traffic lanes to enhance the visibility of cyclists to motorists. As the majority of cycling accidents occur at junctions in urban areas, we propose a junction design with improved visibility to be utilized across Route J.</p> <p>Bus Islands: Throughout Route J, most of the bus stops show the cycle lane going behind a "Bus-Island" at a bus stop, which is a major upgrade over just placing a bus stop on the cycle lane. However, when a single-direction cycle track is going behind the bus stops, the width of the cycle lane is always reduced to only a meter wide, which falls well below the minimum 1.5/2 meter standard width of the cycle track, which can have negative implications for accessibility for cargo bikes, adapted cycles, mobility scooters, etc.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-398	NTA-C14-1338	Support for the Scheme	<p>Side Roads: The continuation of footpaths and cycle lanes across many minor side road access is to be commended as this improves the comfort and safety of both cyclists and pedestrians.</p>	Please see the NTA's response to Issue 12 in this report.	General
J-399	NTA-C14-1338	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>However, it is unclear why on many side roads, the footpath continues across some junctions and doesn't progress across other junctions. For example, Map 3 shows no continuous footpath at Beechwood Drive, while there is a continuous footpath at Beechcourt? We propose to continue the footpath across junctions like Beechcourt.</p>	Please see the NTA's response to Issue 1 in this report.	General

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-400	NTA-C14-1338	Support for the Scheme	Buffer Space: In Map 6, we commend the planting of trees in between the cycle lane and the road, providing a buffer between the bidirectional cycle lane and the general traffic lanes.	Please see the NTA's response to Issue 12 in this report.	Boreenmanna Rd
J-401	NTA-C14-1338	Traffic Disruption, Traffic Diversions and Access Issues	Bus Gate: Map 19 (Avenue de Rennes) shows the implementation of a bus gate for peak hours. This will only be effective at limiting general traffic if the bus gate uses measures such as camera enforcement or automatic bollards. The use of barriers, as is currently used at Mahon (Map 23), would not be suitable as cyclists would not be able to pass through the bus gate easily.	Please see the NTA's response to Issue 14 in this report.	Mahon Drive/Avenue De Rennes Junction
J-402	NTA-C14-1338	Law Enforcement Concerns	Timed Bus Lanes, Illegal Parking, and Driving in Bus Lanes: As there is currently a significant amount of parking (mostly unofficial) along Boreenmanna Road, it is imperative that any illegal parking that occurs be dealt with wherever and whenever it occurs. General traffic driving in bus lanes could become an issue also, especially leading up to junctions with left-hand turn lanes placed in front of the bus lane, such as in Map 3. Both issues could be enforced against using camera enforcement on buses, an online portal to allow for the general public to report instances of illegal parking, and/or from frequent and regular enforcement from An Garda Síochána and the council's traffic wardens. Furthermore, the bus lanes should be in operation 24 hours with parking prohibited on these lanes at all times. Any parking allowed on these lanes at any time encourages poor habits and can be seen to be highly ineffective elsewhere.	Please see the NTA's response to Issue 7 in this report.	Boreenmanna Rd
J-403	NTA-C14-1338	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	Overview of Suggestions and Recommendations: 1. Consider continuing the bidirectional cycle lane, on the same side, for the entire duration of Boreenmanna Road. OR 2. Consider continuing the single direction cycle lanes for the entire duration of the scheme. 3. Reconsider the direction of travel for contra and with-flow for the bidirectional cycle lanes and/or include an adequate buffer. 4. Reconsider the use of shared spaces at the beginning of the cycle lanes on Boreenmanna Road and at toucan crossings. 5. Consider increasing the width of cycle lanes passing behind bus islands. 6. Consider improving junction design by adding more advanced cycle stop lines and more offset cycle lanes for cyclists travelling straight to improve the visibility of the cyclist. 7. Reconsider the use of timed bus lanes as these will significantly impact the quality of bus services. Consider using 24-hour bus lanes. We would like to thank you for reviewing these points and welcome any questions whatsoever. Yours sincerely,	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			Jeff O'Mahony. Cork Cycling Campaign		
J-404	NTA-C14-1522	Traffic Disruption, Traffic Diversions and Access Issues	<p>Items Discussed/Proposals Suggested:</p> <p>1. It was identified by the residents present that the main traffic congestion issue occurs only at peak times, at the junction between Boreenmanna Road and South City Link Road, where traffic entering the City backs up on the Link Road from the Parnel and Brian Boru Bridge crossings, thereby causing delays for Boreenmanna Road traffic seeking to enter the South City Link Road, exacerbated by the lack of traffic flow management at this point.</p>	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd/South Link Rd Junction
J-405	NTA-C14-1522	Need for the Scheme	<p>Given, that for the bulk of the day traffic flows freely on the Boreenmanna Road raises the question as to whether there is a need for a dedicated Boreenmanna Road bus lane at all, this fact was highlighted to the officials present. As we are directly impacted by the preferred route, defining the problem statement as it relates to the Boreenmanna Road is important because this determines the form, fit and function of any optimal solution. Kindly forward these aspects of the Bus Connect initiative as soon as possible.</p> <p>In recognition of this fact, it was proposed by the Residents' Group that in advance of implementing a costly and disruptive solution (to environment/residents/community), to a problem that does not present major difficulties, and one which if implemented would create major disruption, and safety issues to the residents and service users of the area, consideration might be given, in the first instance, to changing the Boreenmanna Road/South Link Road junction as outlined below.</p>	Please see the NTA's response to Issue 8 in this report.	Boreenmanna Rd
J-406	NTA-C14-1522	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>2. It was suggested that the entrance to Rockboro School be changed to create 2 slip roads to provide more ready access to the South City Link Road for traffic going south.</p>	Please see the NTA's response to Issue 1 in this report.	Rockboro Rd
J-407	NTA-C14-1522	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>3. It was proposed that the lane lay-out at the junction of Boreenmanna Road and the South City Link Road be changed to - 1No. bus lane (near the traffic lights) and 2 car lanes, utilising some of the green area at the junction to facilitate same.</p> <p>4. To support this initiative it was suggested that the traffic lights at the South City Link Road- Boreenmanna Road junction be moved back in the southern direction to facilitate yellow boxes, in order to stop the South Link Road traffic jamming up the junction area.</p> <p>5. In support of this improved traffic management approach it was proposed that buses would have priority over cars at this junction during peak hours. Priority bus times 7.00am – 9.30am & 4.30pm – 6.30pm.</p>	<p>Please see the NTA's response to Issue 1 in this report.</p> <p>Please see the NTA's response to Issue 14 in this report.</p>	Boreenmanna Rd/South Link Rd Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-408	NTA-C14-1522	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	6. To facilitate cyclists and all road users, it was proposed that a Double Bike Lane be created on the north side of Boreenmanna Road, all the way from the junction of Boreenmanna Road with Rockboro Road to the Silver Key. This would negate the need for constant crossing from right to left hand side of road for cyclists and would somewhat facilitate the schools, sports clubs and funeral home drop-offs that are a feature of this road. Boreenmanna Road is home to six sports clubs/facilities and four schools. Given the wide ranging ages/profiles of school, sports and funeral services users, it is vitally necessary to have safe set-down and pick-up facilities for these services. If there are gating factors preventing a continuous double bike lane on the north side of the road from being implemented please flag these factors.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-409	NTA-C14-1522	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	7. It was highlighted by the Residents' Group that there is huge potential for "The Quarry" and "Old Reservoir" areas of Church Yard Lane, Boreenmanna Road, to facilitate a move to a more complete solution that is both environment and community sensitive, one which aims to achieve a balance between environmental needs, community needs and traffic management needs. It was suggested that- together the Quarry and Old Reservoir areas could be redeveloped to act both as a community amenity, with walking areas, external gym and cycle facilities and a community support with a sports related parking facility, and the development of a Park and Ride facility that would keep cars from entering the City Centre by the provision of a small cost neutral electric bus fleet servicing the City Centre. This proposal would not only provide the intermittent parking required for matches (Cork Con; Páirc Uí Rinn; Avondale United; Ballinlough Pitch & Putt Club) and funerals, but would put safety at its' core, while also alleviating pressure on the Boreenmanna Road. Such an initiative could act as a Community Travel Hub, a first in class in terms of providing an integrated traffic management solution that meets users' needs and is environmentally sensitive and sustainable.	Please see the NTA's response to Issue 1 in this report.	Cherrington Reservoir/Beaumont Park
J-410	NTA-C14-1523	Impact on Trees, Greenspaces, Heritage and Character	Beaumont Community Garden is a wonderful amenity for our community, both young and old to enjoy. It would be absolutely wrong to turn it into a bus parking area and shameful destruction of a historic part of the city which has been turned into such a wonderful resource for so many. I sincerely hope this terrible suggestion will be reconsidered.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-411	NTA-C14-1523	Bus Network and Bus Network Redesign	On a separate note, I hope the new bus service will run later into the night, which would be invaluable to the community.	Please see the NTA's response to Issue 2 in this report.	General
J-412	NTA-C14-1524	Need for the Scheme	I wish to express my concerns over the proposed bus gate on Avenue De Rennes. I understand you are currently reviewing the submission. I wish to express that as a resident of Avenue De Rennes that I strongly object to this plan.	Please see the NTA's response to Issue 8 in this report.	Mahon Drive/Avenue De Rennes Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-413	NTA-C14-1525	Traffic Disruption, Traffic Diversions and Access Issues	<p>I am writing about the bus gate at Mahon Drive and Ave De Rennes in Mahon I live on Mahon Drive and go to work at 15:00 hours and I have a husband who likes to go to the post office on Wednesday morning to pick up his pension and go shopping at 8:45 am I drive so can someone tell me why we need a bus gate when the bus dont come down Ave De Rennes or Mahon Drive I know you are talking about put in a new bus stop on Ave De Rennes so all I can see this doing is making the people of the area prisoners in their own home at peak times to me this makes no sense.</p>	<p>Please see the NTA's response to Issue 14 in this report.</p>	Mahon Drive/Avenue De Rennes Junction
J-414	NTA-C14-1526	Issues Logging Submissions	<p>To whom it may concern, 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> <p>The irony is I'm one of very few I know willing to try and make a submission after how impossible and time consuming it was the last time. This supposedly easy 'Bus Connects Submissions Portal' seems more like a deliberate deterrent and exposes the devious and underhanded nature of the NTA moreso then any of the other tactics I've encountered thus far. I can only hope my submissions will be included if they don't go through the official route, but tbh I won't hold my breath.</p> <p>Either way, I can but try. So below please find 12 separate observations. I have written the route and heading for each as the portal requested. I would please ask that each 'observation' is considered independent.</p> <p>Thank you for your time. And apologies for having to send it to this email. Regards Liz Brennan</p>	<p>Please see the NTA's response to Issue 6 in this report.</p>	General

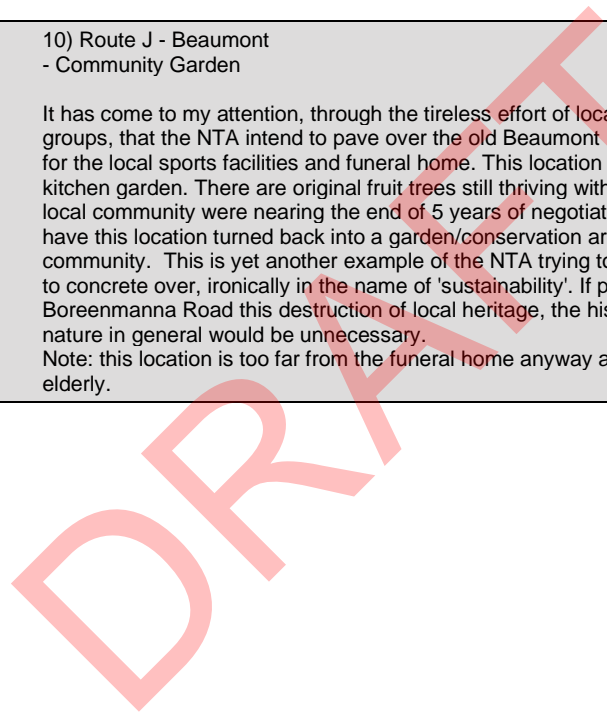
Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-415	NTA-C14-1526	Inadequate Consultation and Public Information Campaign	<p>SUBMISSIONS</p> <p>1) Route J - Boreenmanna Rd - Resident Notification</p> <p>I have still received NO notification about the NTAs plans for my area from the NTA. Surly 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 5 in this report.	Boreenmanna Rd
J-416	NTA-C14-1526	Issues Logging Submissions	<p>2) Route J - Boreenmanna Rd - Submissions</p> <p>The NTA website and submission process are still far too complicated. Not everyone is computer literate to the degree needed to sign up to or navigate a website of that scale. This has deterred many members of the community from making submissions. Neither of my retired parents or several of their friends will be making submissions in this round as they had so many difficulties last time. One has been locked out of their NTA account entirely. A simple notification in the post with a postal address or website navigation instructions would have been welcome, but it seems the NTA want to make it as difficult as possible to keep numbers down. My parents submissions would have mentioned all the same points as everyone elses from the Boreenmanna Road area. Parking, schools, trees, the South Link junction and that a bus lane will not improve journey times on Boreenmanna Road. I have just discovered that I am also unable to make a submission via the bus connects website. First it would not accept my password so I had to wait for the email with a link to create a new one. Now I've spent over an hour waiting for the submission to register but the 'add to submission' button just keeps on spinning. Hitting 'back' closed the entire website so I'm sending it via email. Thank god I wrote my submission in a document I can copy and paste and not directly into that rubbish website. I can only hope it is included but I wouldn't hold my breath.</p>	Please see the NTA's response to Issue 6 in this report.	Boreenmanna Rd
J-417	NTA-C14-1526	Need for the Scheme	<p>3) Route J - Boreenmanna Rd. - South Link Junction</p> <p>Many suggestions have been made to the NTA to help improve the bus journey time on the Mahon route without destroying the locality.</p>	Please see the NTA's response to Issue 14 in this report.	Mahon Link Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-418	NTA-C14-1526	Traffic Disruption, Traffic Diversions and Access Issues	In reality, any solutions which include bus lanes on Boreenmanna Road are irrelevant. There are zero congestion issues EXCEPT at the South Link Junction, which has not been addressed well going by the NTA map (and was conveniently omitted from the Route J YouTube video produced by the NTA.) The junction needs to be completely redesigned for it to function efficiently. This is the only point on the Boreenmanna Road where a bus would need to avoid the regular traffic lane to speed up journey times. A bus lane on the rest of Boreenmanna Road is totally unnecessary and will not reduce the bus journey time.	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd/South Link Rd Junction
J-419	NTA-C14-1526	Need for the Scheme	4) Route J -Boreenmanna Rd. - Sustainable Transport Corridor This "sustainable transport corridor" will only ever serve ONE route. While the cycle lanes for this route are justified and sustainable the bus lane is not. There is very little land left to develop in the Mahon area, and there are no adjoining areas which could require a bus service in the future. Thus, completely negating the need for a 'bus corridor' on Boreenmana Road. The bus corridors in Dublin have many separate routes converging on them. For example, the 46a (Dun Laoghaire service) does well over 100 trips per day alone and shares the majority of its route with MANY other services. It is also necessary for these bus corridors to operate throughout the day. The proposed bus lanes on Boreenmanna Road will only be used during peak traffic hours as even the NTA consider them unnecessary the rest of the time. With the current timetable each lane will carry a maximum of EIGHT BUSES PER DAY. Even if the frequency of buses is significantly increased, the lane will never carry enough traffic to justify the amount of disruption it will cause in the local area.	Please see the NTA's response to Issue 8 in this report.	Boreenmanna Rd
J-420	NTA-C14-1526	Surveys and Impact Assessments	As a frequent bus user who does not drive I can attest there are many problems with the bus service in Cork City, but delays on Boreenmanna Road is not one of them. Unlike the bus lanes, if designed well, the cycle lanes stand to carry significantly more traffic and will be used at all hours of the day which indeed makes them sustainable and worthwhile.	Please see the NTA's response to Issue 13 in this report.	Boreenmanna Rd
J-421	NTA-C14-1526	Impact on Trees, Greenspaces, Heritage and Character	5) Route J - Boreenmanna Rd. - Survival of the Trees Thank you for reconsidering and not destroying almost every tree and garden on our street as previously planned. However, my concern for the roadside trees continues. If the current plan is implemented, a substantial portion of branches will have to be removed from many of the trees to accommodate the height of double decker buses. Currently, these branches are protected by the onstreet parking which keeps buses and tall trucks in a central position on the road. The proposed single cycle lanes are far narrower which moves the road position of the tallest of vehicles significantly closer to the footpath/trees. This is one of the reasons why we suggested a double cycle lane on one side and parking on the other. Large portions of the offroad side of many of the trees are already cut to	Please see the NTA's response to Issue 4 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
avoid overhead wires. If the roadside is also cut, there will be little left. The trees will suffer badly and many may die. Incidentally, those that do survive will also look ridiculous. The bus lanes will not improve journey times on Boreenmanna Road and do not justify damaging the trees.					
J-422	NTA-C14-1526	Parking	<p>6) Route J - Boreenmanna Rd. - Parking</p> <p>Very little parking provision has been made for residents, let alone visitors, trades people, home care etc. The few provisions which have been made are positioned at either end of the road, with nothing at all in the 1km between. One simple example of why this plan dosent work; there are more residences between Benadette Way and the South Link Junction currently using onstreet parking, then the 13 spaces allocated next to Rockboro primary school, presumably for those houses. This can only lead to animosity between neighbours over those few sacred spots. This is just one area on Boreenmanna Road that absolutely requires more parking facilities. I was informed by a member of the NTA that parking will be permitted in bus lanes at non peak times. Residents who park on the road outside their homes will have to move their cars for a few hours morning and evening....to where? This enormous inconvenience to locals won't solve peak time traffic issues as the South Link Junction is the ONLY point of congestion on the Boreenmanna Road and has not been properly addressed by the NTA. A bus lane will not improve bus journey time on Boreenmanna Road therefore removing onstreet parking is unnecessary.</p>	<p>Please see the NTA's response to Issue 9 in this report. Please see the NTA's response to Issue 14 in this report.</p>	Boreenmanna Rd
J-423	NTA-C14-1526	Traffic Disruption, Traffic Diversions and Access Issues	<p>7) Route J -Boreenmanna Road - Provision for Schools and Businesses</p> <p>The suggestion has previously been put forward by residents that bike/bus lanes are positioned on one side of the road allowing for parking/drop-off areas on the other. The current plan encompasses both sides of the entire length of Boreenmanna Road. I was informed by a member of the NTA that there will be no problem as parking will be permitted in bus lanes at non peak times. How can this be considered a resolution? There are numerous schools positioned along the Boreenmanna Road and all children are dropped to school DURING PEAK TIME. Many secondary school students who do extra curricular activities are also picked up during peak times. There is also a creche, a doctors surgery, a funeral home, and several sports facilities, all for which parking and/or drop-off facilities are essential both outside of AND during peak times. Allowing parking during non peak times makes the bus lanes redundant for most of the day. This would suggest that these bus lanes are far from essential. In effect all of the disruption and inconvenience caused by this plan will be for something that is utilised for just 4 hours a day. In reality a bus lane would only be efficient for a short distance on the approach to the South Link Junction as this is the ONLY point of congestion. A bus lane the entire length of</p>	<p>Please see the NTA's response to Issue 14 in this report.</p>	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
<p>Boreenmanna Road will not reduce bus journey times but without doubt, will create access issues for businesses and schools.</p>					
J-424	NTA-C14-1526	Bus Network and Bus Network Redesign	<p>8) Route J - Boreenmanna Rd. - Ballinlough Road Bus</p> <p>At our meeting last year, Mr. Hugh Creegan and co. agreed that the topography of the area makes the Boreenmanna Road bus (215a) totally inaccessible to many Ballinlough residents. We were informed by Mr. Creegan that the 215 bus (which is by far the busier of the two) would remain on the Ballinlough Road. We were not informed that the frequency would be reduced to once an hour, thus forcing passengers who can manage the hills to walk to the Boreenmanna Road bus stops anyway. Or if they can't manage the hills, to change their schedule altogether. This omission of info by Mr. Creegan is not welcome and speaks to the deliberate obfuscation used throughout this process thus far.</p>	Please see the NTA's response to Issue 2 in this report.	Boreenmanna Rd
J-425	NTA-C14-1526	Need for the Scheme	<p>9) Route J - Boreenmanna Rd. - Benefits to Community and Road Users</p> <p>Is this plan really in the best interest of the local residents and road users? If the NTA listened to either group it would acknowledge that this plan creates a multitude of problems and solves very little. The only apparent benefit is that cyclists will be safer using a dedicated lane. Apart from that, it will cause animosity between neighbours over parking. It will create 'rat runs' in residential areas that are now quiet and safe for children to play. It will necessitate major cutback of the trees. It causes untold problems for parents dropping kids to school and patrons of local businesses and facilities. These are only some of the larger issues. This plan is a totally unnecessary disruption and a waste of state funds. If the NTA legitimately wants to improve traffic flow between Skehard Road and Cork city, then it needs to address the real issue.</p>	Please see the NTA's response to Issue 4 in this report. Please see the NTA's response to Issue 8 in this report. Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-426	NTA-C14-1526	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	The South Link Junction needs to be entirely redesigned having done some actual research on traffic using the route. If any comprehensive research had been undertaken the NTA would know that apart from speeding (including buses) this is the ONLY issue on the Boreenmanna Rd. A dedicated bus lane on Boreenmanna Road will not improve journey times.	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd/South Link Rd Junction
J-427	NTA-C14-1526	Impact on Trees, Greenspaces, Heritage and Character	<p>10) Route J - Beaumont - Community Garden</p> <p>It has come to my attention, through the tireless effort of local councillors and residents groups, that the NTA intend to pave over the old Beaumont reservoir to use as a car park for the local sports facilities and funeral home. This location was once a large walled kitchen garden. There are original fruit trees still thriving within the large historic walls. The local community were nearing the end of 5 years of negotiations with the city council to have this location turned back into a garden/conservation area for the Beaumont community. This is yet another example of the NTA trying to commandeer green spaces to concrete over, ironically in the name of 'sustainability'. If parking spaces remain on the Boreenmanna Road this destruction of local heritage, the historic walls, gardens and nature in general would be unnecessary.</p> <p>Note: this location is too far from the funeral home anyway as many who attend are elderly.</p>	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park



Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-428	NTA-C14-1526	Impact on Trees, Greenspaces, Heritage and Character	<p>11) Route I - Douglas Road - Trees, Habitat and Historic Walls</p> <p>The currant NTA plan will have a detrimetal 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. 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 particals 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. <p>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.</p>	Please see the NTA's response to Issue 4 in this report.	General
J-429	NTA-C14-1526	Safety Concerns	<p>12) Route I - Douglas Road. - 'Rat Runs' Through Housing Estates</p> <p>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 11 in this report.	General
J-430	NTA-C14-1527	Parking	<p>We recently received an amended version of bus connects for Boreenmanna Road. I have a few concerns regarding parking for the residents with limited spaces in their properties, sometimes just enough for one car. There seems to be no alternative only parking that's a 10 minute walk away. I don't think it's fair to ask elderly people to walk that far. This area is mostly mature residents. There is also 26 Apartments on Boreenmanna Road coming on stream for renting in the next month. There is no parking allocated to these only bicycle parking spaces. Maybe you can address some of my concerns.</p>	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-431	NTA-C14-1528	Parking	To whom it may concern. We have seen the 2nd draft of proposals and we have reservations. 1 - We are living on the Boreenmanna Road and are worried about no parking spaces outside our house. Our family visit us and stay with us regularly and usually park outside our house as we don't have space in our driveway.	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd
J-432	NTA-C14-1528	Safety Concerns	2- There is a very busy secondary school and a special needs school on the road and the pupils from these schools are constantly in and out. I fear for their safety as this will become a highway. Parents collect their children from the school and park on the Boreenmanna Road. This school is in constant use as a sports venue also. I fail to see how you can make 5 lanes out of 2. In my view it's too narrow. We too worry about our mobility as we get older and unable to Navigate in and out of our house safely.	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd
J-433	NTA-C14-1529	Parking	We recently received an amended plan of the Boreenmanna Road bus connect. Glad to see some of the trees are left. We do have concern regarding on street parking. We have family visiting us from other counties for weekend's on a regular basis. We are wondering where they will park their cars. We have space for 1 car in our driveway- our own car. This will cause a lot of problems for anyone visiting us. We have many elderly relatives visiting us and staying with us occasionally as well. It isn't ideal to ask people with limited mobility to walk 10 mins or more to get to their destination. This area is a residential area with mature residents who need their cars on a daily basis for medical or otherwise. In the event of an emergency where can a person/persons park?	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd
J-434	NTA-C14-1529	Safety Concerns	We also live across from Ashton School and are very concerned with the volume of traffic in and out of there both cars & pedestrians. This entrance is in use 7 days a week until 10pm at night. Lots of very young children going in and out to the all weather pitch.	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd
J-435	NTA-C14-1529	Surveys and Impact Assessments	With a cycle lane in both directions and a bus lane and two car lanes there, it will make it extremely congested and narrow and dangerous. The road outside our house according to the amended plans will have 5 lanes where there are 2 now. Can you advise please. We want to live our lives in peace and have access to our cars not having to walk 10 mins or more yo get to them.	Please see the NTA's response to Issue 13 in this report.	Boreenmanna Rd
J-436	NTA-C14-1530	Need for the Scheme	I wish to express my concerns over the proposed bus gate on Avenue De Rennes. I understand you are currently reviewing the submission. I wish to express that as a resident of Avenue De Rennes that I strongly object to this plan.	Please see the NTA's response to Issue 8 in this report.	Mahon Drive/Avenue De Rennes Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			<p>I have been away over the past two weeks so I am only in a position to send this email now.</p>		
J-437	NTA-C14-1567	Safety Concerns	<p>RE: Phase Two Route J – Mahon to City Centre Centre Centre Proposed Transport Corridor – Map 5 I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map. The proposed changes to the Toucan Crossing and Bus Stop locations Eastbound will cause access and safety issues when turning left and right from Cherry Court onto the Boreenmanna Road.</p>	<p>Please see the NTA's response to Issue 11 in this report.</p>	Boreenmanna Rd/Cherry Court Junction
J-438	NTA-C14-1567	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>The proposed location of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn needs to be changed for the following reasons: 1. It will be very difficult for cars coming from Cherry Court to turn left, as traffic will have backed up from the crossing. 2. If cars are able to exit Cherry Court and turn left and, for reasons of traffic not able to completely reach the vehicle lane, they will be blocking the bus and cycle lane. There could be a potential crash with cyclists not being able to stop on time and avoid the car which is in their lane. 3. The location adds multiple factors to be watched for when turning left, oncoming buses, the pedestrians crossing and residents exiting from 27B Oakfield Lawn. That is a lot of activity in a very small physical space. The proposed location of the Bus stop Eastbound should also be changed, as it is an accident waiting to happen, given its new location. It is very common for cars to overtake a stationary bus. It is a very short distance from the bus stop to the Cherry Court exit. Any car overtaking would not have line of sight of cars turning right out of Cherry Court. Also, cars coming out of Cherry Court have very little time to execute a right turn when the bus is present. Between cars overtaking or the bus accelerating from the stop, it is not a safe crossing for Cherry Court residents. The points that are raised above can all be addressed by amending the locations of the Toucan Crossing and Bus stop to points in the road where there is not as many exit and entry points in such a small physical space. I trust you will amend the plans to make things safer and address access issues for all concerned.</p>	<p>Please see the NTA's response to Issue 1 in this report.</p>	Boreenmanna Rd/Cherry Court Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-439	NTA-C14-1569	Surveys and Impact Assessments	<p>I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map.</p> <p>I would like to raise the following objection to the location of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn, the adjacent Bus stop and the revised Bus stop location outside the Maxol Service Station on the Boreenmanna Road.</p> <p>The proposed location of the bus stops and crossing will increase the footfall of those using the pedestrian walkway next to 27A Oakfield Lawn. This walkway links the Boreenmanna Road to the Ballinlough Road via Oakfield Lawn. There are already issues with anti-social behaviour and the walkway has been used as a toilet, party location, has seen drug abuse and one resident even had their trees set on fire. The Guards have been called many times. Those congregating in the walkway often spill out into the park of Oakfield Lawn and the litter, bottles and filth left behind is distressing to the residents of the park.</p> <p>The increase in footfall will increase the issues experienced in the walkway and lower half of Oakfield Lawn. The advent of late night buses is of grave concern to those living in Oakfield Lawn as this is just opens up the walkway to more abuse.</p>	<p>Please see the NTA's response to Issue 13 in this report.</p>	Boreenmanna Rd
J-440	NTA-C14-1569	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>I would therefore ask that the location of the Toucan Crossing and Bus stops be moved to location on the road where those exiting the bus have several options to gain access to the Ballinlough Road and are not just funnelled through the walkway and Oakfield Lawn.</p> <p>In addition, irrespective to where the Toucan Crossing and Bus stop are located access to the pedestrian walkway needs to be addressed as does lighting in that area. The plans show a potential land boundary change by the pedestrian walkway and this should be used to address access and lighting.</p> <p>I trust you will take these very serious concerns into account and amend the locations of the Toucan Crossing and Bus stops.</p>	<p>Please see the NTA's response to Issue 1 in this report.</p>	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-441	NTA-C14-1571	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map. I met with James Kavanagh, NTA, at the Open Day in the Rochestown Park Hotel on the 21st April 2023 and made him aware of my concerns and those of my close neighbours. The proposed changes have done nothing to address my concerns expressed in my letter dated 11th September 2022. In fact, my situation is even worse with the change of location for the Toucan Crossing and Bus Stop locations. The proposed changes make no sense and raise issues in relation to access and safety.</p> <p>I would like to raise the following points so they can be addressed:</p> <ol style="list-style-type: none"> 1. The position of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn needs to be changed, as it causes issues with access and safety. With the proposed location change there will be an endless problem with traffic getting in and out of our houses, in both directions. 2. Its an accident waiting to happen with pedestrians crossing potentially at the same time as cars are coming in and out of driveways. 3. The position of the bus stop will make it difficult for the houses of 27A and 27B to safely execute a turn right, crossing oncoming traffic. There is not enough room to safely execute the right turn with the bus present. 4. The position of the bus stop outside what is now Maxol Service Station also causes a safety issue, as it blocks line of sight to traffic turning right when coming out of the service station. The current bus stop location which is west of the Maxol Service Station does not cause any of these issues. I would ask that it remain where it is. 5. With these proposed changes to the Toucan Crossing and bus stops, the houses of 27A and 27B Oakfield Lawn are having to deal with additional factors such as pedestrians, stationary buses and the usual traffic every time we need to leave our properties in our cars. At my age, I am not able to walk very far and so my car is my independence and an essential part to being able to live as I do. 6. There is ample parking today for my family to come and visit. The plan does show that the land outside my house may change and be reduced. With the toucan crossing placed where it is there will not be enough room for family to park as they now do. I do require additional help due to reduced mobility and so this parking area is critical for me. 7. Light and noise pollution from the flashing beacon and audible signal due to the location of the toucan crossing so close to the house. <p>In my previous letter I did express concerns regarding the proposed changes and how they impact. These concerns remain as before with the additional points raise above. Those previously expressed concerns are:</p> <ol style="list-style-type: none"> 8. Loss of privacy with the removal of a large wall that shields the house from the road today. This wall is on public property today. 9. The pedestrian walkway next to my house links the Ballinlough Road to the Boreenmanna Road via Oakfield Lawn will see much greater footfall and the potential for additional anti-social behaviour. 10. I am worried for my safety in the future as any late night bus services may increase the 	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			<p>level of anti-social behaviour outside my house or in the walkway adjacent to my garden.</p> <p>11. Overall I expect that the proposed changes will adversely impact the value of my house.</p> <p>As before I would like to request that the National Transport Authority and Cork City Council should consider putting the following mitigating measures in place to reduce the impacts to me and my adjacent neighbour at 27B Oakfield Lawn.</p> <ol style="list-style-type: none"> 1. Amend the location of the toucan crossing where it does not cause access and safety issues. 2. Amend the location of the bus stops to address line of sight and access issues for both the houses and service station. 3. The pedestrian path running adjacent to my house should be extended directly to the Boreenmanna Road. The walls of the property should be increased in height improving security and reducing access to the property. This will avoid the footfall issue in front of the house and reduce the impacts of anti social behaviour. 4. The piece of land outside 27A and 27B Oakfield Lawn has been used by the families for parking for approximately 54 years now. A considerable amount of the land will be lost to the road expansion. I would request that whatever land is left be transferred equitably to the two houses. 5. The wall separating the houses and the road should be rebuilt to the same height as before. 6. Both households be consulted on the entry/exit points off the road to maximise safety, convenience and parking. 7. Given the noise impact, upgrading the windows in the house to triple glazing. 8. Both house owners of 27A and 27B should be financially compensated for any residual deficiency in the value of our properties. There is a significant impact for us as owner occupiers both in terms of the physical changes and emotional impact of such adverse changes. <p>It is my understanding that I should not be disadvantaged by any public works and my concerns and requests should be factored into the planning proposal. The proposed changes are not just an inconvenience for me, it goes to the core of being able to live independently and with peace of mind.</p>		
J-442	NTA-C14-1573	Safety Concerns	<p>RE: Phase Two Route J – Mahon to City Centre Centre Centre Proposed Transport Corridor – Map 5</p> <p>I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map.</p> <p>The proposed changes to the Toucan Crossing and Bus Stop locations Eastbound will cause access and safety issues when turning left and right from Cherry Court onto the Boreenmanna Road.</p>	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd/Cherry Court Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-443	NTA-C14-1573	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>The proposed location of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn needs to be changed for the following reasons:</p> <ol style="list-style-type: none"> 1. It will be very difficult for cars coming from Cherry Court to turn left, as traffic will have backed up from the crossing. 2. If cars are able to exit Cherry Court and turn left and, for reasons of traffic not able to completely reach the vehicle lane, they will be blocking the bus and cycle lane. There could be a potential crash with cyclists not being able to stop on time and avoid the car which is in their lane. 3. The location adds multiple factors to be watched for when turning left, oncoming buses, the pedestrians crossing and residents exiting from 27B Oakfield Lawn. That is a lot of activity in a very small physical space. <p>The proposed location of the Bus stop Eastbound should also be changed, as it is an accident waiting to happen, given its new location. It is very common for cars to overtake a stationary bus. It is a very short distance from the bus stop to the Cherry Court exit. Any car overtaking would not have line of sight of cars turning right out of Cherry Court. Also, cars coming out of Cherry Court have very little time to execute a right turn when the bus is present. Between cars overtaking or the bus accelerating from the stop, it is not a safe crossing for Cherry Court residents.</p> <p>The points that are raised above can all be addressed by amending the locations of the Toucan Crossing and Bus stop to points in the road where there is not as many exit and entry points in such a small physical space. I trust you will amend the plans to make things safer and address access issues for all concerned.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd/Cherry Court Junction
J-444	NTA-C14-1575	Safety Concerns	<p>RE: Phase Two Route J – Mahon to City Centre Centre Centre Proposed Transport Corridor – Map 5</p> <p>I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map.</p> <p>The proposed changes to the Toucan Crossing and Bus Stop locations Eastbound will cause access and safety issues when turning left and right from Cherry Court onto the Boreenmanna Road.</p>	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd/Cherry Court Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-445	NTA-C14-1575	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>The proposed location of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn needs to be changed for the following reasons:</p> <ol style="list-style-type: none"> 1. It will be very difficult for cars coming from Cherry Court to turn left, as traffic will have backed up from the crossing. 2. If cars are able to exit Cherry Court and turn left and, for reasons of traffic not able to completely reach the vehicle lane, they will be blocking the bus and cycle lane. There could be a potential crash with cyclists not being able to stop on time and avoid the car which is in their lane. 3. The location adds multiple factors to be watched for when turning left, oncoming buses, the pedestrians crossing and residents exiting from 27B Oakfield Lawn. That is a lot of activity in a very small physical space. <p>The proposed location of the Bus stop Eastbound should also be changed, as it is an accident waiting to happen, given its new location. It is very common for cars to overtake a stationary bus. It is a very short distance from the bus stop to the Cherry Court exit. Any car overtaking would not have line of sight of cars turning right out of Cherry Court. Also, cars coming out of Cherry Court have very little time to execute a right turn when the bus is present. Between cars overtaking or the bus accelerating from the stop, it is not a safe crossing for Cherry Court residents.</p> <p>The points that are raised above can all be addressed by amending the locations of the Toucan Crossing and Bus stop to points in the road where there is not as many exit and entry points in such a small physical space. I trust you will amend the plans to make things safer and address access issues for all concerned.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd/Cherry Court Junction
J-446	NTA-C14-1576	Surveys and Impact Assessments	<p>I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map.</p> <p>I would like to raise the following objection to the location of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn, the adjacent Bus stop and the revised Bus stop location outside the Maxol Service Station on the Boreenmanna Road.</p> <p>The proposed location of the bus stops and crossing will increase the footfall of those using the pedestrian walkway next to 27A Oakfield Lawn. This walkway links the Boreenmanna Road to the Ballinlough Road via Oakfield Lawn. There are already issues with anti-social behaviour and the walkway has been used as a toilet, party location, has seen drug abuse and one resident even had their trees set on fire. The Guards have been called many times. Those congregating in the walkway often spill out into the park of Oakfield Lawn and the litter, bottles and filth left behind is distressing to the residents of the park.</p> <p>The increase in footfall will increase the issues experienced in the walkway and lower half of Oakfield Lawn. The advent of late night buses is of grave concern to those living in Oakfield Lawn as this is just opens up the walkway to more abuse.</p>	Please see the NTA's response to Issue 13 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-447	NTA-C14-1576	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>I would therefore ask that the location of the Toucan Crossing and Bus stops be moved to location on the road where those exiting the bus have several options to gain access to the Ballinlough Road and are not just funnelled through the walkway and Oakfield Lawn.</p> <p>In addition, irrespective to where the Toucan Crossing and Bus stop are located access to the pedestrian walkway needs to be addressed as does lighting in that area. The plans show a potential land boundary change by the pedestrian walkway and this should be used to address access and lighting.</p> <p>I trust you will take these very serious concerns into account and amend the locations of the Toucan Crossing and Bus stops.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-448	NTA-C14-1578	Safety Concerns	<p>RE: Phase Two Route J – Mahon to City Centre Centre Centre Proposed Transport Corridor – Map 5</p> <p>I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map.</p> <p>The proposed changes to the Toucan Crossing and Bus Stop locations Eastbound will cause access and safety issues when turning left and right from Cherry Court onto the Boreenmanna Road.</p>	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd/Cherry Court Junction
J-449	NTA-C14-1578	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>The proposed location of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn needs to be changed for the following reasons:</p> <ol style="list-style-type: none"> 1. It will be very difficult for cars coming from Cherry Court to turn left, as traffic will have backed up from the crossing. 2. If cars are able to exit Cherry Court and turn left and, for reasons of traffic not able to completely reach the vehicle lane, they will be blocking the bus and cycle lane. There could be a potential crash with cyclists not being able to stop on time and avoid the car which is in their lane. 3. The location adds multiple factors to be watched for when turning left, oncoming buses, the pedestrians crossing and residents exiting from 27B Oakfield Lawn. That is a lot of activity in a very small physical space. <p>The proposed location of the Bus stop Eastbound should also be changed, as it is an accident waiting to happen, given its new location. It is very common for cars to overtake a stationary bus. It is a very short distance from the bus stop to the Cherry Court exit. Any car overtaking would not have line of sight of cars turning right out of Cherry Court. Also, cars coming out of Cherry Court have very little time to execute a right turn when the bus is present. Between cars overtaking or the bus accelerating from the stop, it is not a safe crossing for Cherry Court residents.</p> <p>The points that are raised above can all be addressed by amending the locations of the Toucan Crossing and Bus stop to points in the road where there is not as many exit and entry points in such a small physical space. I trust you will amend the plans to make things safer and address access issues for all concerned.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd/Cherry Court Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-450	NTA-C14-1595	Surveys and Impact Assessments	<p>I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map.</p> <p>I would like to raise the following objection to the location of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn, the adjacent Bus stop and the revised Bus stop location outside the Maxol Service Station on the Boreenmanna Road.</p> <p>The proposed location of the bus stops and crossing will increase the footfall of those using the pedestrian walkway next to 27A Oakfield Lawn. This walkway links the Boreenmanna Road to the Ballinlough Road via Oakfield Lawn. There are already issues with anti-social behaviour and the walkway has been used as a toilet, party location, has seen drug abuse and one resident even had their trees set on fire. The Guards have been called many times. Those congregating in the walkway often spill out into the park of Oakfield Lawn and the litter, bottles and filth left behind is distressing to the residents of the park.</p> <p>The increase in footfall will increase the issues experienced in the walkway and lower half of Oakfield Lawn. The advent of late night buses is of grave concern to those living in Oakfield Lawn as this is just opens up the walkway to more abuse.</p>	Please see the NTA's response to Issue 13 in this report.	Boreenmanna Rd
J-451	NTA-C14-1595	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>I would therefore ask that the location of the Toucan Crossing and Bus stops be moved to location on the road where those exiting the bus have several options to gain access to the Ballinlough Road and are not just funnelled through the walkway and Oakfield Lawn.</p> <p>In addition, irrespective to where the Toucan Crossing and Bus stop are located access to the pedestrian walkway needs to be addressed as does lighting in that area. The plans show a potential land boundary change by the pedestrian walkway and this should be used to address access and lighting.</p> <p>I trust you will take these very serious concerns into account and amend the locations of the Toucan Crossing and Bus stops.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-452	NTA-C14-1596	Impact on Trees, Greenspaces, Heritage and Character	<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. 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>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.</p>	Please see the NTA's response to Issue 4 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			<p>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. You are building up trouble by stoking anger.</p>		
J-453	NTA-C14-1597	Safety Concerns	<p>RE: Phase Two Route J – Mahon to City Centre Centre Centre Proposed Transport Corridor – Map 5 I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map. The proposed changes to the Toucan Crossing and Bus Stop locations Eastbound will cause access and safety issues when turning left and right from Cherry Court onto the Boreenmanna Road.</p>	<p>Please see the NTA's response to Issue 11 in this report.</p>	Boreenmanna Rd/Cherry Court Junction
J-454	NTA-C14-1597	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>The proposed location of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn needs to be changed for the following reasons:</p> <ol style="list-style-type: none"> 1. It will be very difficult for cars coming from Cherry Court to turn left, as traffic will have backed up from the crossing. 2. If cars are able to exit Cherry Court and turn left and, for reasons of traffic not able to completely reach the vehicle lane, they will be blocking the bus and cycle lane. There could be a potential crash with cyclists not being able to stop on time and avoid the car which is in their lane. 3. The location adds multiple factors to be watched for when turning left, oncoming buses, the pedestrians crossing and residents exiting from 27B Oakfield Lawn. That is a lot of activity in a very small physical space. <p>The proposed location of the Bus stop Eastbound should also be changed, as it is an accident waiting to happen, given its new location. It is very common for cars to overtake a stationary bus. It is a very short distance from the bus stop to the Cherry Court exit. Any car overtaking would not have line of sight of cars turning right out of Cherry Court. Also, cars coming out of Cherry Court have very little time to execute a right turn when the bus is present. Between cars overtaking or the bus accelerating from the stop, it is not a safe crossing for Cherry Court residents.</p> <p>The points that are raised above can all be addressed by amending the locations of the Toucan Crossing and Bus stop to points in the road where there is not as many exit and entry points in such a small physical space. I trust you will amend the plans to make things safer and address access issues for all concerned.</p>	<p>Please see the NTA's response to Issue 1 in this report.</p>	Boreenmanna Rd/Cherry Court Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-455	NTA-C14-1598	Traffic Disruption, Traffic Diversions and Access Issues	<p>I strongly object to the proposed Bus gate at the junction of Mahon Drive and Avenue De Rennes for the following reasons:</p> <ul style="list-style-type: none"> • Mahon Drive is a cul-de-sac. • This proposal will severely restrict the ability of the residents of Mahon Drive to travel whilst using a vehicle during the hours the bus gate is in operation. • In the last forty years there has Never been a bus stop in the middle of Avenue De Rennes. It is a short distance to the current bus stops at either end of Avenue De Rennes. There is no reason to place bus stops and certainly not a bus gate which will create very disruptive traffic congestion. • Medical Emergencies have at times required residents to use their own vehicles therefor a Bus Gate will dangerously impact residents during an emergency at peak times. • The area of Avenue De Rennes that residents of Mahon Drive will have access to under this proposal (while the bus gate is in use) is already a complete traffic bottleneck. A bus alone will struggle to navigate the width of the road, nevermind in conjunction with residents attempting to leave and return home in their vehicles. • The area of Avenue De Rennes that residents of Mahon Drive will have access to under this proposal (while the bus gate is in use) contains a primary school, community centre, chemist and other amenities. At peak times it will be a complete gridlock. • All residents within Mahon Drive area will experience significant traffic delays as they leave and return to their homes. This is because there will be only one side of Avenue De Rennes accessible which can barely fit one car at a time currently, nevermind a Bus. • The location of the bus gate restricts the residents of Mahon Drive access to the side of Avenue De Rennes where the width of the road is already adequate (with room for further widening) yet DOES NOT restrict the area of road that is extremely narrow. • This proposal clearly defies common sense and ultimately will force those living in the Mahon Drive area to severely restrict their use of vehicles which appears to be the only logical reason for the bus gate proposal. • Accompanying the Bus gate will no doubt be CCTV cameras which should in addition raise further questions regarding how this would negatively impact Resident's right to Privacy. <p>If NTA must upload this letter online then you must redact my name and email address please.</p>	Please see the NTA's response to Issue 14 in this report.	Mahon Drive/Avenue De Rennes Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-456	NTA-C14-1599	Surveys and Impact Assessments	<p>I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map.</p> <p>I would like to raise the following objection to the location of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn, the adjacent Bus stop and the revised Bus stop location outside the Maxol Service Station on the Boreenmanna Road.</p> <p>The proposed location of the bus stops and crossing will increase the footfall of those using the pedestrian walkway next to 27A Oakfield Lawn. This walkway links the Boreenmanna Road to the Ballinlough Road via Oakfield Lawn. There are already issues with anti-social behaviour and the walkway has been used as a toilet, party location, has seen drug abuse and one resident even had their trees set on fire. The Guards have been called many times. Those congregating in the walkway often spill out into the park of Oakfield Lawn and the litter, bottles and filth left behind is distressing to the residents of the park.</p> <p>The increase in footfall will increase the issues experienced in the walkway and lower half of Oakfield Lawn. The advent of late night buses is of grave concern to those living in Oakfield Lawn as this is just opens up the walkway to more abuse.</p>	Please see the NTA's response to Issue 13 in this report.	Boreenmanna Rd
J-457	NTA-C14-1599	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>I would therefore ask that the location of the Toucan Crossing and Bus stops be moved to location on the road where those exiting the bus have several options to gain access to the Ballinlough Road and are not just funnelled through the walkway and Oakfield Lawn.</p> <p>In addition, irrespective to where the Toucan Crossing and Bus stop are located access to the pedestrian walkway needs to be addressed as does lighting in that area. The plans show a potential land boundary change by the pedestrian walkway and this should be used to address access and lighting.</p> <p>I trust you will take these very serious concerns into account and amend the locations of the Toucan Crossing and Bus stops.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-458	NTA-C14-1600	Support for the Scheme	<p>Dear sir or madam</p> <p>I'm very interested in the Bus Connect Cork. Could you please post me out some information on it.</p> <p>A information book asl'd like to study it. For Mahon and surrounding areas of City please.</p>	Please see the NTA's response to Issue 12 in this report.	General
J-459	NTA-C14-1601	Support for the Scheme	<p>I am writing to you about the Cork Connect. Please send me some information on it. I am from Mahon in Cork. I would like to know more about the Mahon area and rest of the city. It would be lovely to hear from you.</p>	Please see the NTA's response to Issue 12 in this report.	General
J-460	NTA-C14-1602	Traffic Disruption, Traffic Diversions and Access Issues	<p>Map 2 - I still fail to understand how a bus from the Boreenmanna Road will have priority getting onto the South Link - As the south Link is at peak backed up city bound.</p> <p>No details of the revised junction between Boreenmanna Road, new/old Rockboro Avenue - currently one ways inbound is this to remain?</p>	Please see the NTA's response to Issue 14 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-461	NTA-C14-1602	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	If possible, please have bus stops set back from the road to allow vehicles to pass when the bus is pulled in. Map 6 - Junction of Boreenmanna Road & Crab Lane - set back to allow bus parking, pick ups and let downs for school collections Map 8 - is there a proposal per comin between Cork Con and Aylesbury Estate	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd/Crab Lane Junction
J-462	NTA-C14-1603	Safety Concerns	RE: Phase Two Route J – Mahon to City Centre Centre Centre Proposed Transport Corridor – Map 5 I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map. The proposed changes to the Toucan Crossing and Bus Stop locations Eastbound will cause access and safety issues when turning left and right from Cherry Court onto the Boreenmanna Road.	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd/Cherry Court Junction
J-463	NTA-C14-1603	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	The proposed location of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn needs to be changed for the following reasons: 1. It will be very difficult for cars coming from Cherry Court to turn left, as traffic will have backed up from the crossing. 2. If cars are able to exit Cherry Court and turn left and, for reasons of traffic not able to completely reach the vehicle lane, they will be blocking the bus and cycle lane. There could be a potential crash with cyclists not being able to stop on time and avoid the car which is in their lane. 3. The location adds multiple factors to be watched for when turning left, oncoming buses, the pedestrians crossing and residents exiting from 27B Oakfield Lawn. That is a lot of activity in a very small physical space. The proposed location of the Bus stop Eastbound should also be changed, as it is an accident waiting to happen, given its new location. It is very common for cars to overtake a stationary bus. It is a very short distance from the bus stop to the Cherry Court exit. Any car overtaking would not have line of sight of cars turning right out of Cherry Court. Also, cars coming out of Cherry Court have very little time to execute a right turn when the bus is present. Between cars overtaking or the bus accelerating from the stop, it is not a safe crossing for Cherry Court residents. The points that are raised above can all be addressed by amending the locations of the Toucan Crossing and Bus stop to points in the road where there is not as many exit and entry points in such a small physical space. I trust you will amend the plans to make things safer and address access issues for all concerned.	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd/Cherry Court Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-464	NTA-C14-1604	Surveys and Impact Assessments	<p>I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map.</p> <p>I would like to raise the following objection to the location of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn, the adjacent Bus stop and the revised Bus stop location outside the Maxol Service Station on the Boreenmanna Road.</p> <p>The proposed location of the bus stops and crossing will increase the footfall of those using the pedestrian walkway next to 27A Oakfield Lawn. This walkway links the Boreenmanna Road to the Ballinlough Road via Oakfield Lawn. There are already issues with anti-social behaviour and the walkway has been used as a toilet, party location, has seen drug abuse and one resident even had their trees set on fire. The Guards have been called many times. Those congregating in the walkway often spill out into the park of Oakfield Lawn and the litter, bottles and filth left behind is distressing to the residents of the park.</p> <p>The increase in footfall will increase the issues experienced in the walkway and lower half of Oakfield Lawn. The advent of late night buses is of grave concern to those living in Oakfield Lawn as this is just opens up the walkway to more abuse.</p>	Please see the NTA's response to Issue 13 in this report.	Boreenmanna Rd
J-465	NTA-C14-1604	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>I would therefore ask that the location of the Toucan Crossing and Bus stops be moved to location on the road where those exiting the bus have several options to gain access to the Ballinlough Road and are not just funnelled through the walkway and Oakfield Lawn.</p> <p>In addition, irrespective to where the Toucan Crossing and Bus stop are located access to the pedestrian walkway needs to be addressed as does lighting in that area. The plans show a potential land boundary change by the pedestrian walkway and this should be used to address access and lighting.</p> <p>I trust you will take these very serious concerns into account and amend the locations of the Toucan Crossing and Bus stops.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-466	NTA-C14-1605	Safety Concerns	<p>RE: Phase Two Route J – Mahon to City Centre Centre Centre Proposed Transport Corridor – Map 5</p> <p>I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map.</p> <p>The proposed changes to the Toucan Crossing and Bus Stop locations Eastbound will cause access and safety issues when turning left and right from Cherry Court onto the Boreenmanna Road.</p>	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd/Cherry Court Junction

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-467	NTA-C14-1605	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>The proposed location of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn needs to be changed for the following reasons:</p> <ol style="list-style-type: none"> 1. It will be very difficult for cars coming from Cherry Court to turn left, as traffic will have backed up from the crossing. 2. If cars are able to exit Cherry Court and turn left and, for reasons of traffic not able to completely reach the vehicle lane, they will be blocking the bus and cycle lane. There could be a potential crash with cyclists not being able to stop on time and avoid the car which is in their lane. 3. The location adds multiple factors to be watched for when turning left, oncoming buses, the pedestrians crossing and residents exiting from 27B Oakfield Lawn. That is a lot of activity in a very small physical space. <p>The proposed location of the Bus stop Eastbound should also be changed, as it is an accident waiting to happen, given its new location. It is very common for cars to overtake a stationary bus. It is a very short distance from the bus stop to the Cherry Court exit. Any car overtaking would not have line of sight of cars turning right out of Cherry Court. Also, cars coming out of Cherry Court have very little time to execute a right turn when the bus is present. Between cars overtaking or the bus accelerating from the stop, it is not a safe crossing for Cherry Court residents.</p> <p>The points that are raised above can all be addressed by amending the locations of the Toucan Crossing and Bus stop to points in the road where there is not as many exit and entry points in such a small physical space. I trust you will amend the plans to make things safer and address access issues for all concerned.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd/Cherry Court Junction
J-468	NTA-C14-1606	Surveys and Impact Assessments	<p>I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map.</p> <p>I would like to raise the following objection to the location of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn, the adjacent Bus stop and the revised Bus stop location outside the Maxol Service Station on the Boreenmanna Road.</p> <p>The proposed location of the bus stops and crossing will increase the footfall of those using the pedestrian walkway next to 27A Oakfield Lawn. This walkway links the Boreenmanna Road to the Ballinlough Road via Oakfield Lawn. There are already issues with anti-social behaviour and the walkway has been used as a toilet, party location, has seen drug abuse and one resident even had their trees set on fire. The Guards have been called many times. Those congregating in the walkway often spill out into the park of Oakfield Lawn and the litter, bottles and filth left behind is distressing to the residents of the park.</p> <p>The increase in footfall will increase the issues experienced in the walkway and lower half of Oakfield Lawn. The advent of late night buses is of grave concern to those living in Oakfield Lawn as this is just opens up the walkway to more abuse.</p>	Please see the NTA's response to Issue 13 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-469	NTA-C14-1606	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>I would therefore ask that the location of the Toucan Crossing and Bus stops be moved to location on the road where those exiting the bus have several options to gain access to the Ballinlough Road and are not just funnelled through the walkway and Oakfield Lawn.</p> <p>In addition, irrespective to where the Toucan Crossing and Bus stop are located access to the pedestrian walkway needs to be addressed as does lighting in that area. The plans show a potential land boundary change by the pedestrian walkway and this should be used to address access and lighting.</p> <p>I trust you will take these very serious concerns into account and amend the locations of the Toucan Crossing and Bus stops.</p>	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd
J-470	NTA-C14-1607	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>I am writing to raise my concerns and objections to the Phase Two plans for the Boreenmanna Road, Map 5, latest Bus Connect Transport corridor map.</p> <p>I met with James Kavanagh, NTA, at the Open Day in the Rochestown Park Hotel on the 21st April 2023 and made him aware of my concerns and those of my close neighbours. The proposed changes have done nothing to address my concerns expressed in my letter dated 11th September 2022. In fact, my situation is even worse with the change of location for the Toucan Crossing and Bus Stop locations. The proposed changes make no sense and raise issues in relation to access and safety.</p> <p>I would like to raise the following points so they can be addressed:</p> <ol style="list-style-type: none"> 1. The position of the Toucan Crossing outside the houses of 27A and 27B Oakfield Lawn needs to be changed, as it causes issues with access and safety. With the proposed location change there will be an endless problem with traffic getting in and out of our houses, in both directions. 2. Its an accident waiting to happen with pedestrians crossing potentially at the same time as cars are coming in and out of driveways. 3. The position of the bus stop will make it difficult for the houses of 27A and 27B to safely execute a turn right, crossing oncoming traffic. There is not enough room to safely execute the right turn with the bus present. 4. The position of the bus stop outside what is now Maxol Service Station also causes a safety issue, as it blocks line of sight to traffic turning right when coming out of the service station. The current bus stop location which is west of the Maxol Service Station does not cause any of these issues. I would ask that it remain where it is. 5. With these proposed changes to the Toucan Crossing and bus stops, the houses of 27A and 27B Oakfield Lawn are having to deal with additional factors such as pedestrians, stationary buses and the usual traffic every time we need to leave our properties in our cars. At my age, I am not able to walk very far and so my car is my independence and an essential part to being able to live as I do. 6. There is ample parking today for my family to come and visit. The plan does show that the land outside my house may change and be reduced. With the toucan crossing placed where it is there will not be enough room for family to park as they now do. I do require additional help due to reduced mobility and so this parking area is critical for me. 7. Light and noise pollution from the flashing beacon and audible signal due to the location 	Please see the NTA's response to Issue 1 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			<p>of the toucan crossing so close to the house.</p> <p>In my previous letter I did express concerns regarding the proposed changes and how they impact. These concerns remain as before with the additional points raise above. Those previously expressed concerns are:</p> <p>8. Loss of privacy with the removal of a large wall that shields the house from the road today. This wall is on public property today.</p> <p>9. The pedestrian walkway next to my house links the Ballinlough Road to the Boreenmanna Road via Oakfield Lawn will see much greater footfall and the potential for additional anti-social behaviour.</p> <p>10. I am worried for my safety in the future as any late night bus services may increase the level of anti-social behaviour outside my house or in the walkway adjacent to my garden.</p> <p>11. Overall I expect that the proposed changes will adversely impact the value of my house.</p> <p>As before I would like to request that the National Transport Authority and Cork City Council should consider putting the following mitigating measures in place to reduce the impacts to me and my adjacent neighbour at 27B Oakfield Lawn.</p> <ol style="list-style-type: none"> 1. Amend the location of the toucan crossing where it does not cause access and safety issues. 2. Amend the location of the bus stops to address line of sight and access issues for both the houses and service station. 3. The pedestrian path running adjacent to my house should be extended directly to the Boreenmanna Road. The walls of the property should be increased in height improving security and reducing access to the property. This will avoid the footfall issue in front of the house and reduce the impacts of anti social behaviour. 4. The piece of land outside 27A and 27B Oakfield Lawn has been used by the families for parking for approximately 54 years now. A considerable amount of the land will lost to the road expansion. I would request that whatever land is left be transferred equitably to the two houses. 5. The wall separating the houses and the road should be rebuilt to the same height as before. 6. Both households be consulted on the entry/exit points off the road to maximise safety, convenience and parking. 7. Given the noise impact, upgrading the windows in the house to triple glazing. 8. Both house owners of 27A and 27B should be financially compensated for any residual deficiency in the value of our properties. There is a significant impact for us as owner occupiers both in terms of the physical changes and emotional impact of such adverse changes. <p>It is my understanding that I should not be disadvantaged by any public works and my concerns and requests should be factored into the planning proposal. The proposed changes are not just an inconvenience for me, it goes to the core of being able to live independently and with peace of mind.</p>		

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-471	NTA-C14-3295	Impact on Trees, Greenspaces, Heritage and Character	I note there is a proposal to turn the walled garden in Cherrington – Beaumont into a car park. I do OBJECT. There has been a proposal that this area should be suitable for a community garden space which would be much more user friendly and of service to the residents of the area, also the ground environment locally would benefit. Thank you for your consideration and I hope you will make the right decision for all concerned.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-472	NTA-C14-4385	Parking	Hi, My name is [personal information redacted] and I'm a resident of Crab Lane. We have no driveway on the terrace and a [personal information redacted] daughter. Am concerned due the the amount of parking that is going to be removed from the Boreenmanna Road people will park on Crab Lane and we won't have easy access to our front door/property.	Please see the NTA's response to Issue 9 in this report.	Boreenmanna Rd
J-473	NTA-C14-1340	Support for the Scheme	"I welcome this transport corridor scheme & all active transport initiatives and thank the NTA for progressing it and the other BusConnects routes for the benefit of all in Cork city. The priority of these schemes is to increase the number of people who will use buses, walking and cycling as alternatives to using their cars. The more people who use buses will allow those who have to use private cars to have faster journeys as there will be less cars on the roads. It is important that BusConnects is successful and the success of it is fully dependent on a reduction in cars on these routes so that bus journeys are prioritised. When people see that alternatives to the car are efficient then they are more likely to use those alternatives.	Please see the NTA's response to Issue 12 in this report.	Boreenmanna Rd
J-474	NTA-C14-1340	Parking	I would further welcome as part of this section of BusConnects that all parking of private vehicles be removed from Churchyard Lane & Boreenmanna Road.	Please see the NTA's response to Issue 9 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-475	NTA-C14-1340	Law Enforcement Concerns	There is an abundance of illegal parking already happening constantly on this road and particularly when there are matches on in both Pairc Ui Rinn and Cork Constitution FC. Even when Gardai are on-duty during these times illegal and dangerous private parking is allowed. This cannot continue. It is dangerous for all users of these routes especially vulnerable road users. Enforcement of existing parking laws and implementation of infrastructure to reduce the ability of motorists to speed on these key routes (and all routes) around Cork city is paramount to the success of BusConnects. Currently parking laws enforcement is practically non-existent on these routes & almost all routes around Cork city.	Please see the NTA's response to Issue 7 in this report.	Churchyard Lane/Boreenmanna Rd Junction
J-476	NTA-C14-1340	Impact on Trees, Greenspaces, Heritage and Character	As part of the section along Boreenmanna Road there are a number of existing mature trees. It is possible to move mature trees and it would be welcomed if these trees on Boreenmanna Road could be moved (not cut down) to create space for safe bus and cycling infrastructure on this section and the lane width for private cars be reduced along	Please see the NTA's response to Issue 4 in this report.	Boreenmanna Rd

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
			all of this section from the start of Skehard Road onwards towards the city. The trees could be moved to allow the creation of urban runoff capture sink/rain gardens' which help reduce flooding. Trees provide shelter while also traffic calming.		
J-477	NTA-C14-1340	Safety Concerns	In order for BusConnects to be successful, private car access to our public arteries needs to be reduced and the speeds at which private car access can travel on those routes needs to be reduced to 30 kph and enforced at all times. The width of the Skehard road is far too wide and there is constant speeding by motorists along these sections of the route.	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd
J-478	NTA-C14-697	Impact on Trees, Greenspaces, Heritage and Character	To whom it may concern, I hope you are well. We have just been made aware of bus connect's plans to turn the walled garden in Blackrock into a carpark. I plead with you to listen to the residents and amend your plans. This walled garden is a key part of the community and the plans that had been agreed by the residents group would add greatly to the community of Blackrock. Regards, David	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-479	NTA-C14-962	Impact on Trees, Greenspaces, Heritage and Character	I wish to submit my support to maintain Beaumonts community garden, it is such a beautiful spot and a much needed area of tranquility for all the community.	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park
J-480	NTA-C14-1000	Safety Concerns	STC J - The switching of single-lane cycle lanes to a two-way cycle lane along the Boreenmanna Road is confusing and will be dangerous and slow for cyclists to crisscross the road while losing momentum and priority which will go against the goals of the project. I understand this may be to avoid tree damage but there is ample space to find an alternative to have a continuous two-way cycle lane.	Please see the NTA's response to Issue 11 in this report.	Boreenmanna Rd
J-481	NTA-C14-697	Impact on Trees, Greenspaces, Heritage and Character	Amend plans to turn the walled garden in Blackrock into a carpark. The walled garden is a key part of the community	Please see the NTA's response to Issue 4 in this report.	Cherrington Reservoir/Beaumont Park

Issue Number	Reference	Key Issue	Statement	NTA Response	Section
J-482	NTA-C14-413	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>In a number of locations where "new bus stop locations" are being sited, it appears that these are located directly on the main road, rather than being shifted <100M to be sited in dedicated bus lane space that is adjacent to these locations. Why ? any such "new bus stop locations" should be required to be in the bus lane locations. Example would be STC J- Mahon to City/MAP#8, where it is VERY obvious that the "new bus stop location" located JUST before the CORK CON club entrance could be moved beyond the entrance to be in the bus lane. The very same occurs on MAP#12 near Bessboro road, where a bus stop is located in the main road as opposed to be being moved to the adjacent bus lane. This appears to be unnecessary location of bus stops that will interfere with the other road users.</p> <p>this same principle should be applied across all the routes.</p>	Please see the NTA's response to Issue 1 in this report.	General
J-483	NTA-C14-1580	Alternative Infrastructure Options and Requests to Add Additional Links, Features or Make Changes to the Proposals	<p>Sir,</p> <p>Thank you for the honour. I support the idea of overturning the development. As there are two sites involved (Ballinlough Pitch an Put Club and Beaumont Park.) The larger of the site could be built as a car park for orderly traffic and safety for the community, residents, motorists and the school pupils.</p> <p>The second site is developed as a community garden where residents and the public can visit for air, leisure and rest. Would help people to unwind. I haven't much knowledge about environment, you might consult the Road Engineers and the Environmental Division.</p>	Please see the NTA's response to Issue 1 in this report.	Cherrington Reservoir/Beaumont Park

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B. General Submissions and Responses

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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	Ringakiddy 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.	<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</p>

Reference	Statement	NTA Response
		<p>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 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</p>

Reference	Statement	NTA Response
NTA-C14-567	The current iteration of the BusConnects plan is in contradiction with many objectives of the Southern RSES in that it is not transformative, by it's design it cannot be well functioning as it is not integrated or cohesive, and for the reasons outlined above it will not encourage the necessary switch from the private car.	Climate Action Plan's key objectives and actions include increasing the number of daily journeys using public transport and active travel modes, constructing an additional 1,000km of cycling and walking infrastructure, commence delivery of BusConnects Network redesigns, balance better movement priorities within urban areas etc. These objectives and actions reflect the objectives and design decisions made in the BusConnects plans.
NTA-C14-569	I am strongly disappointed with the recently published revisions to the BusConnects Cork plan. While not perfect, and certainly needing compromises in key areas such as the Mangala flyover, the previously published plan at least represented ambition to deliver real change. The current iteration is a capitulation, will fail, and in its attempt to appease a highly vocal minority of people will damn the city to generations more of gridlock.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-569	It grants complete and utter deference in the overwhelming majority of instances to car parking space 'owners', especially those parking on public roads. There is a fundamental misunderstanding about parking by those who park on public roads. A car parking space on a public road is not a right, it is a privilege, particularly in the city centre and on key arterial roads into the city centre. Many European cities are now adopting this view and are removing them to the benefit of the city as a whole. The idea the city should be condemned to gridlock by such people, particularly those already living quite close to or in the city, is absurd. Even in instances of 'quick wins' such as Ballincollig's main street, which has thousands of car parking spaces adjacent to the main street on both sides of the road, the NTA has deferred to the loud minority.	The impact on parking has been reviewed and the design proposed to minimise and/or mitigate the impact on local residents, business owners and community members. Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision.
NTA-C14-569	The 'Bus Gates' are only magic paint. The NTA has no concrete plans to enforce the Bus Gates. We've seen the Gardai and Cork City Council's unwillingness to prosecute vagrant parking violations, or the pitiful private vehicle 'ban' on Patrick Street. The idea that either body will have the ability or willingness to enforce the bus gates is utterly ridiculous. Voluntary compliance has not worked, will not work and cannot work in such a car dominant city.	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.

Reference	Statement	NTA Response
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 bus gates will be enforced will mean busses will remain an unreliable form of public transport, and will not be used in the required numbers. Accordingly, the objectives set out in the National Investment Framework for Transport cannot be met by the current plan.	Based on feedback from previous consultations, the retention of parking spaces has been maintained, if the overall scheme objectives are met. The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. With regards to policing of bus gates, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. The BusConnects plan can facilitate the objectives set out in the National Investment Framework for Transport.

Reference	Statement	NTA Response
NTA-C14-569	The current iteration of the BusConnects plan is in contradiction with the National Development Plan its refusal to apply statutory powers to appropriate the necessary number of parking spaces currently on public roads, for reallocation to public transport use.	The retention of parking spaces has been maintained if the overall scheme objectives are met. The location of bus lanes and facilities has been reviewed throughout the design process and will continue to be reviewed as the scheme progresses. The proposed bus lanes and bus gates, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. The National Development Plan sets to improve the accessibility between key urban centres and their regions, as well as ensuring rural areas are strengthened and rural contribution is harnessed. The BusConnects plan can facilitate the objectives set out in the National Development Plan.
NTA-C14-569	The current iteration of the BusConnects plan is not sufficient to reach the targeted required activity travel and public transport journeys, given the failure to build appropriate bus lane infrastructure due to numerous choke points expected as a result of capitulation to the users of private parking spaces and failure to plan how BusGates will be enforced As such it is not aligned with the Climate Action Plan.	<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	The current iteration of the BusConnects plan is in contradiction with many objectives of the Southern RSES in that it is not transformative, by its design it cannot be well functioning as it is not integrated or cohesive, and for the reasons outlined above it will not encourage the necessary switch from the private car.	The proposed bus lanes, bus gates and traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the corridor. Regarding the transformative nature of the scheme, and integrating to other areas and future schemes, the NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements. Specific objectives of the Southern RSES are high capacity public transport corridors, prioritisation of buses over car traffic, high bus service frequency and improved journey times and a better developed cycle network, all of which are covered by the current iteration of the BusConnects plan.
NTA-C14-581	Proposals by bus connects for the Douglas area will increase traffic in an area that already has a traffic Jam every day.	Traffic data has informed the updated proposals and will continue to be reviewed at the next stage of the scheme development. A comprehensive traffic

Reference	Statement	NTA Response
		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.	<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>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-C14-594	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 violation should just be a warning, second violation is a small fine of €10 and following/repeat violations should increase exponentially.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the 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-C14-45	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 & Chriost 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	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the 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

Reference	Statement	NTA Response
	<p>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.</p>	<p>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-C14-673</p>	<p>I am writing this letter to express my unwavering support for the older, superior plan for Cork BusConnects, emphasizing the need for improved cycling lanes, as well as the urgent implementation of robust enforcement measures to police bus lanes and prevent illegal parking in cycling lanes. I have carefully examined the proposals and firmly believe that these elements are crucial for an effective and sustainable public transportation system in Cork.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
<p>NTA-C14-673</p>	<p>To ensure the seamless operation of bus services, it is imperative to implement a robust enforcement system to police bus lanes. The introduction of cameras in bus lanes will serve as a deterrent against unauthorized vehicles entering these lanes, reducing the risk of delays and ensuring smoother journeys for bus passengers. By deploying this technology and providing adequate resources for monitoring, Cork City Council can effectively enforce the proper use of bus lanes, promoting the reliability and punctuality of public transportation services.</p>	<p>Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.</p>
<p>NTA-C14-673</p>	<p>In order to create a safe and conducive environment for cyclists, it is essential to enforce regulations regarding the proper usage of cycling lanes. Illegally parked vehicles in cycling lanes pose significant risks to cyclists, impeding their safety and discouraging cycling as a viable mode of transportation. Therefore, it is crucial to implement strict enforcement measures and penalties for those who park in cycling lanes.</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-C14-673</p>	<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>
<p>NTA-C14-701</p>	<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. There would be a very significant traffic impact as a result of the proposals. For example, the removal of a turning lane from Boreenmanna Road to the N27. Without understanding the implications of the proposals it is unclear how critical decisions such as identifying emerging preferred routes/ proposals have been made i.e. It has been decided without all required information to do so. The proposed left-turn ban on to Ballinlough Road would have very significant implications for</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. The impacts of the Scheme on the surrounding road network will be further</p>

Reference	Statement	NTA Response
	<p>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>Residents who chose to live at sustainable city locations would be those most negatively impacted by the proposals and likely to gain the least.</p> <p>Losses may include the ability to own a vehicle which may be required by a resident and it appears that there would be additional traffic movements through the community. This information has not yet been presented.</p> <p>It appears that modelling has not been carried out as yet. It has not been established but one way routes and banning through routes such as Rosebank would result in longer car journeys and are contrary to DMURS layouts which promote permeability and seek to reduce intensity of routing through housing estates.</p> <p>It's unfair that the decision for granting this is not being carried out at local level.</p> <p>The overall design of the routes is extremely wide and is 'highway' orientated is contrary to DMURS, which is mandatory. This approach would likely result in community severance.</p> <p>It's unclear if any alternatives have been considered. Other options which may be more suitable include greater traffic management proposals that may have less detrimental effects on residents.</p> <p>It is unclear whether any assessment has been carried out in relation to actual demand requirements for the level of infrastructure. The overall scheme would result in significant provision of public transport capacity leading to a single location inbound. There's potential for a lot of empty buses particularly during off peak times.</p> <p>No phasing proposals appear to have been provided. It's unclear as to whether it would be applied</p>	<p>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>

Reference	Statement	NTA Response
	<p>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 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>	
NTA-C14-772	<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>
NTA-C14-51	<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>

Reference	Statement	NTA Response
		<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>

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

Reference	Statement	NTA Response
		sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate.
NTA-C14-810	Increasing public transport options benefits everyone in the city, regardless of whether or not they use public transport directly, by removing cars that would otherwise be contributing to traffic congestion and competing for parking space.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-812	I believe bus connect is an amazing idea, allowing any bus to avoid something cars cannot - traffic. Hopefully this will make buses more attractive than cars. Thank you for allowing citizens to give their ideas.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-52	The new network design should include a bus route connecting CIT to Mahon via South Douglas Road	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-812	Enforcement of bus lanes is a potential problem. I don't think garda postings are a good enforcement option, as they'd be too intrusive. However, putting cameras on buses to read license plates would allow for the identification of cars that inappropriately use the bus lane.	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-827	I sincerely hope all of the proposed BusConnects routes and cycle lanes are implemented. Anything that can be done to reduce the use of cars and offer a practical alternative for people will be adopted by the majority of people.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-834	Limited information is provided to assess the impact of 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	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

Reference	Statement	NTA Response
	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.	to homes and businesses affected by the works
NTA-C14-64	There should be more routes connecting surrounding towns rather than just the city.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-838	I would like to voice my overall support for the scheme. It's important we improve cycling and public transport infrastructure, and reduce our car dependency. This would improve the liveability of our City. I personally live along proposed Route F.	Engagement will be ongoing through the next design stage, including in relation to the location of the proposed bus gates.
NTA-C14-854	In general the focus still seems to be on putting in hard infrastructure and technology rather than focussing on the challenges of commuters, residents or motorists. I have not found any description of how the proposed infrastructure will resolve bottle necks or reduce travel time.	BusConnects proposals are seeking to make it easier for people to choose walking, cycling and use public transport daily. By providing safe, accessible and efficient alternatives to car journeys it anticipated the daily travel demand for journeys by private car will reduce.
NTA-C14-854	The overall scheme seems to be focussed on a few key metrics (km of STC) to the exclusion of all else, including quality of life along the routes and whether the proposed swathes of concrete actually contribute in any meaningful way.	Tackling the challenges of climate change is a priority for Ireland and moving more people to public transport is a key component of the solution. The Climate Action Plan 2023 recently published by the Government, sets challenging targets for increasing travel by public transport plus cycling, and reducing the need for car journeys. Furthermore the population of Cork is projected to grow by 50-60% by 2040, which will result in increased movement of people. Without a better public transport system and cycling network to cater for that growth, traffic congestion will increase and become more widespread and severe. This will cause longer delays and increased pollution in Cork. BusConnects proposals are seeking to make it easier for people to 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

Reference	Statement	NTA Response
		<p>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-C14-854</p>	<p>Approximate number of properties that may be impacted, approximate number of on-street parking spaces that may be removed, approximate number of roadside trees that may be removed. Overall, it's not clear at all what problem this whole scheme aims to solve, or how it would solve that problem, or whether it just creates new different problems.</p>	<p>BusConnects is a key part of the Government's policies to improve public transport and to address climate change in Ireland's major urban centres. As a result of providing additional bus lanes and cycleway facilities, properties and existing trees will be affected but measures will be put in place to mitigate these impacts. More information on the BusConnects Cork can be found at the following NTA website - https://busconnects.ie/cities/cork/ . Details of the current proposals will be displayed and available at the forthcoming Public Consultation events being held in November 2023. A detailed parking and loading survey will be undertaken to support the next stage of design.</p>
<p>NTA-C14-856</p>	<p>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?</p>	<p>The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.</p>
<p>NTA-C14-2</p>	<p>I would like to see some of the originally proposed bus lanes restored</p>	<p>The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.</p>
<p>NTA-C14-66</p>	<p>The buses to and from cloyne and not frequent, and on Sundays there are no buses at all to cork city center</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>
<p>NTA-C14-856</p>	<p>Reducing lanes to “shoehorn” bus and cycle lanes in everywhere just seems to be an approach to “bus wash” a public transport solution. I believe more thought is needed. Effectively it appears to me that the result is more bottlenecks and increased delays for all. If more cars are forced into a reduced usable space, then surely that will lead to longer journey times and thus more emissions? This wouldn't be pro-environment surely.</p>	<p>Traffic data has informed the updated proposals and will continue to be reviewed at the next stage of the scheme development. A comprehensive traffic management plan will be developed to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets. The proposed traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities can facilitate a modal shift for the STC corridors, with the potential to reduce through commuter traffic.</p>

Reference	Statement	NTA Response
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 unconscionable and the fact this project is being pitched as eco-friendly just adds salt to the injury.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STCs. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>
NTA-C14-856	Has the negative environmental impact been assessed for where when Bus Gates are in effect that increased journeys for cars etc using “diversionary” routes have to drive “around” to get to where they’d normally go in a shorter period of time?	The Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the corridor which will include the assessment of traffic impacts. These impacts will be considered by An Bord Pleanála in their assessment of the route.
NTA-C14-856	How are the lost parking spaces going to be replaced? Removal of parking in heavily populated areas does not automatically equate to uptake in public transportation. The obvious consequence of this measure is an increase in hazardous/disruptive parking on side streets and inside housing estates. This can lead to the partial/total blockage of access for emergency vehicles and bin lorries to those areas, not to mention on the impact of illegal parking on footpaths – which disproportionately affects the elderly, people with mobility issues and parents with small children.	<p>The impact on public parking and loading, particularly within village centre areas, has been reviewed and the updated design proposes to minimise and/or mitigate the impact on local residents, business owners and community members. The design has sought to minimise the impact on lost parking spaces as much as possible and identified opportunities to provide replacement parking.</p> <p>Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision. A detailed parking and loading survey will be undertaken to support the next stage of design.</p>
NTA-C14-116	Buses should be fitted with cameras and fixed fines set for cars seen in the bus gates, bus stops and bus lanes.	The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-858	The amendments that have appeared in the phase two plans are welcome. I remain pro the need for a better sustainable bus service and associated mobility works.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.

Reference	Statement	NTA Response
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)	<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>

Reference	Statement	NTA Response
		<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 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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Reference	Statement	NTA Response
NTA-C14-866	I further propose that the design team consult with experts in the field of active travel design (eg city planners in Copenhagen or Amsterdam) to acquire expertise, rather than to rely on inadequate NTA guidelines for active travel design.	Cycling facilities will be provided in accordance with the relevant guidelines.
NTA-C14-870	All routes Where are the set-down places for cars to drop people off/pick up? Especially around schools? Are the buses to travel only on these corridors? Why is there no orbital corridor proposed?	BusConnects is a key part of the Government's policies to specifically improve public transport and to address climate change in Ireland's major urban centres. BusConnects includes 9 initiatives including the building of new bus corridors and cycle lanes. NTA will continue to engage with Bus Eireann and Cork City Council to inform them of the views received from the public in relation to requested improvements of the bus services and routes, and to continue to engage with local schools to seek safety improvements, where necessary, for all users. More information on the BusConnects Cork can be found at the following NTA website - https://busconnects.ie/cities/cork/ . Details of the current route proposals will be displayed and available at the forthcoming Public Consultation events being held in November 2023. A detailed parking and loading survey will be undertaken to support the next stage of design.
NTA-C14-889	I welcome any changes to improve both public transport and non-motorised transport throughout cork city.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-134	There is a lack of a route in the lower Wilton/ Togher area and the supposed route that includes Togher is in ballyphehane and does not enter Togher	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-889	I am disappointed that the second round of consultation has stepped back its ambitions, but fully support the needed modal changes.	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors.
NTA-C14-889	I believe this scheme is not the best iteration and you should have stuck with the first suggestion. Bowing to public pressure has led to a weakened scheme. And while I generally support public participation, in this case there is a lot of NIMBYism around this scheme.	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors.

Reference	Statement	NTA Response
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.	<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-C14-949	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.	<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-C14-949	While acknowledging the need for continuous refinement and adaptation, it is imperative to stress the importance of retaining the original proposals put forth by the Cork BusConnects team. They represented a plan to address the challenges faced by our current transportation system and provide tangible improvements to meet the needs of our growing population. Unfortunately I believe that the changes to the STCs following the first round of consultations has resulted in a new proposal that will not deliver the required improvements in public and active transport, while making private car journeys quite frustrating.	<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.</p>
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.	<p>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.</p>

Reference	Statement	NTA Response
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.	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STCs. The impact on trees will be accurately quantified during this design stage, and a replanting strategy developed that seeks to plant a greater number of trees than would be removed.</p>
NTA-C14-972	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.

Reference	Statement	NTA Response
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.	<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-C14-972	Where bus gates are planned to be use please mandate enforcement, such as cameras and rising bollards, especially on bus gates which are only in use at certain hours of the day.	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-986	Broadly supportive of the overall scheme.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places
NTA-C14-986	Combined changes in phase 1 will water down the overall plan so that the stated bus frequency/reliability goals aren't achievable	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors. One of the benefits of BusConnects is the enhancement of capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement

Reference	Statement	NTA Response
		<p>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	<p>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>	<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	<p>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>	<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 Pleanala to approve the Proposed Scheme and to confirm the associated CPOs, expected to take place between 2024-2025. An Bord Pleanala may approve the proposed scheme with or without modifications and subject to whatever environmental conditions it considers appropriate, or refuse to approve the proposed scheme; and confirm the CPO or any part thereof with or without conditions or modifications. Only after approval can construction commence on a phased basis with each corridor upgrade taking up to 2 years to complete, giving the 2028-2030 dates.</p>
NTA-C14-986	<p>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?</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-C14-986	<p>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.</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/ . Details of the current route proposals will be displayed and available at the forthcoming Public Consultation events being held in November 2023.</p>

Reference	Statement	NTA Response
NTA-C14-986	Would it not make more sense to have increased bus frequency along the main STC arteries as planned but make more of an effort to tie new cycle infrastructure into planned greenways and quieter residential streets?	The NTA will continue to engage with Cork City Council concerning opportunities to integrate and connect new cycleway infrastructure to other areas, including greenways, and future planned schemes. Similarly, we will continue to engage Bus Eireann and to inform them of the views received from the public in relation to requested bus improvements.
NTA-C14-997	I strongly support Bus Connects Cork and wish to see it implemented in full.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-997	It is disappointing to see how the scheme has been so diluted and I question if the scheme as currently designed is ambitious enough to truly deliver the change needed to de-prioritise private cars in favour of public transport and active travel.	This comment is noted. The NTA recognise the impacts made to the communities and environment and have taken on board the submissions made from the consultation process. Alternatives were reviewed and if possible, they were adopted along the route, whilst still meeting the objectives of the corridors. Public transport and active travel are still prioritised throughout the BusConnect corridors.
NTA-C14-998	I support the proposals made for bus corridors, in particular along Douglas Road. Cork needs to become a more public transport friendly city for its people and for the environment and reducing carbon emissions.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1000	As someone who will benefit from these plans for years to come, I strongly welcome any measures proposed to reduce congestion and make it safer to walk, cycle and get the bus around Cork. The vast majority of the plans are well thought out.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all. The scheme proposals have been developed to improve accessibility for everyday journeys. To ensure that routes are desirable and direct they should be accessible for users travelling in all directions. Case studies from similar schemes suggest that public places that are well used and well overlooked are less likely to attract antisocial behaviour.
NTA-C14-1000	I would strongly implore that Bus Connects (BC) ensure that traffic cameras on busses as well as enforcement of bus lane violations are included within the plans for the corridors so that they can operate both safely and efficiently.	Enforcement and legislation of the proposed overall Scheme are under consideration to ensure compliance with the measures. These will continue to be developed through discussions between the NTA and CCC.
NTA-C14-1000	Many corridor designs cycle lanes randomly end/end onto footpaths where there will be a conflict with pedestrians or those on bicycles are forced to re-enter the road with no priority.	One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Where insufficient widths make it impractical to provide segregated cycle tracks, provision of additional complimentary cycle

Reference	Statement	NTA Response
		<p>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	<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-C14-1000	Junction radius kept tight to slow vehicles.	<p>All designs are produced to relevant design standards and will be assessed in greater detail in the next stages of the project.</p>
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	<p>With regard to crossings, a number of new pedestrian crossings are included in the proposed STC to cater for desire lines. Additionally, existing crossing facilities have been reviewed and will be upgraded throughout the Scheme to provide safe routes</p>

Reference	Statement	NTA Response
		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

Reference	Statement	NTA Response
		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</p>

Reference	Statement	NTA Response
NTA-C14-1020	<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 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>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>
NTA-C14-1020	<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</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</p>

Reference	Statement	NTA Response
	and for all. There are examples of good practice from other cities for these design challenges, so please use them.	and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.
NTA-C14-1023	Making public transport more accessible to more people, delivering safe cycling facilities, and achieving the objectives for Cork to become one of Europe's first climate neutral cities by 2030 can only be beneficial to the older population. The provision of new bus shelters and real-time information is to be welcomed.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-1023	The topography of the area is such that either travelling to or from bus stops on foot will require an uphill climb. The Age Friendly Representatives consider that this will be a barrier to accessing the public network.	A review of bus stop locations has been carried out as part of the design development for the scheme. This exercise was carried out to optimise the performance of the bus services on the STC by reducing the journey time of the bus service, increasing the walking catchment of the bus stops and ensuring that key trip attractors located along the route are sufficiently covered within the catchment of the bus routes. This review was undertaken on the basis of a number of best practice guiding principles including consistent spacing of bus stops, locating stops in close proximity to junctions and pedestrian crossings, and spatial requirements for bus shelters and other stop infrastructure.
NTA-C14-1023	Cashless Payment System: we consider that there will be a grace period to allow the cashless element to embed into society. Although many older people have free travel there are many more people who do not, and this will be a barrier to accessing public transport.	Cashless payments are part of the wider BusConnects programme of improvements. This consultation is focused on the infrastructure associated with the sustainable transport corridors.
NTA-C14-253	I see a distinct lack of connectivity to smaller town east of Cork	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-1023	There is concern amongst older people about the loss of mature trees and the impact on the local area and the environment as a result of the loss of trees.	<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>

Reference	Statement	NTA Response
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.	<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-C14-1024	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 providing safe, accessible, and efficient alternatives to car journeys it is anticipated that traffic

Reference	Statement	NTA Response
		<p>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>NTA-C14-1038</p>	<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>
<p>NTA-C14-1038</p>	<p>Banning private car ownership is probably not a runner. But regulating it significantly is a feasible option. Just stop the sales of all new petrol and diesel cars. Just end the market.</p>	<p>The statement outlines proposals for banning the sale of private vehicles. This consultation is focused on the infrastructure proposals for the Sustainable Transport Corridors.</p>
<p>NTA-C14-1048</p>	<p>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 hugh 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>
<p>NTA-C14-1049</p>	<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>
<p>NTA-C14-1049</p>	<p>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.</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</p>

Reference	Statement	NTA Response
		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 stages of the works. An Post has a number of postal facilities located adjacent to STC D, STC H and STC E. Additionally, there are numerous retail offices, post-boxes and collection points along each proposed corridor. Such proximity to these Sustainable Transport Corridors causes concern for the potential large and continued disruption to An Post's operational requirements.	This comment is noted. Engagement will be ongoing throughout the next design stage to ensure that the final proposal works best for all.

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

Reference	Statement	NTA Response
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 balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.
NTA-C14-1063	There needs to be greater segregation between bike lanes and bus/car lanes on all routes. Many of the current cycleways around Cork are simply lines painted on a road, and are dangerous for cyclists. Each scheme should include fully segregated, two way cycleways, where possible.	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

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

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		<p>quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footway. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.</p> <p>During the development of the proposed Scheme, a number of variant scheme options have been considered and assessed as necessary to determine the most suitable option to meet the scheme objectives. This assessment has taken into account the Cork Cycle Network Plan. Option development will continue through the next stage of design and be reported in the Preferred Route Option Report. Additional complimentary cycle routes, such as those suggested, will be considered as part of the development of the Cork City Council cycle network plan.</p> <p>Pedestrian safety and connectivity has been a primary driver for the Preferred Route Option scheme design. General enhancements are proposed to all junctions along the route to provide a safer environment for pedestrians. These measures include:</p> <ul style="list-style-type: none">• Provision of new and upgraded signalised pedestrian crossing facilities along the route to include tactile paving;• New mid-block pedestrian crossings in appropriate locations including at bus stop locations;• Provision of footways where none are currently present and increasing footpath

Reference	Statement	NTA Response
		<p>widths in some locations where widths are currently substandard; and</p> <ul style="list-style-type: none"> • 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	<p>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.</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 NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the 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-C14-1089	<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>

Reference	Statement	NTA Response
NTA-C14-1091	<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.</p> <p>The big factors which make lengths of bike lanes here a worse choice than the road are: inconsistency, discontinuity, impracticality and making it more likely that you will end up under the wheels of a motor vehicle.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p> <p>The increased prevalence of e-bikes should make areas of the city with steeper topography more accessible for cyclists. By providing a safe and segregated cycle provision, it is anticipated that the number of cyclists will greatly increase. Without a dedicated cycle provision or adequately traffic-calmed on street cycle priority / quiet streets, many potential cyclists will be discouraged from cycling due to perceived risks.</p> <p>The potential impacts of the proposed scheme will be quantified as part of the Environmental Impact Assessment (EIA) process which will be carried out by the NTA during the preparation of a planning application for the scheme. This process will require extensive environmental surveys and will include a thorough assessment of potential environmental impacts, including impacts on Population, Human Health and Biodiversity.</p> <p>The NTA will ensure all aspects of design, placemaking and accessibility are upheld to the highest standard available with the constraints in place within the Scheme area; the Scheme will also adhere to the National Cycle Manual. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template', where practicable, consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the 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</p>

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Reference	Statement	NTA Response
		<p>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>
<p>NTA-C14-1107</p>	<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>
<p>NTA-C14-1116</p>	<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>
<p>NTA-C14-1116</p>	<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>

Reference	Statement	NTA Response
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. We believe the proposals should include upgrade to John O’Callaghan Park and placemaking in Glanmire village to encourage recreation in the area</p> <p>We would raise some concern that there are no proposals to reduce traffic on the Lower Glanmire road</p> <p>We would request consideration of the extension of the Northside orbital route through Glanmire</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>
NTA-C14-257	<p>If we want more cyclists we need segregated paths that are safe and actually lead to destinations, not ending suddenly on a section of dangerous road</p>	<p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The ‘preferred cross-section template’ consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p> <p>Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p>
NTA-C14-1119	<p>Understanding the positive impact that simply improving the existing bus network service could have. We would all be more inclined to use a bus for commuting if the service was more reliable! Local research undertaken with regular commuters in the Donnybrook and Grange area shows that issues relate to the reliability of the service (bus turning up on time or at all), rather than the length of the journey. People will only move onto buses when they are reliable, frequent, clean and safe! Sufficient buses are needed that allow for suitable frequency on each route and that actually turn up and are maintained properly so that they don’t break down. Staff need to be recruited and trained so that there are sufficient drivers and mechanics available, let alone support staff It is understood and appreciated that there will be more tracker information at the busier bus stops to show when the next bus will arrive, as well as more bus shelters Consideration should be given to a fleet of shuttle buses, both for taking children to school and providing access to local stores. 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</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>

Reference	Statement	NTA Response
	<p>Harbour, so a form of transportation linking water-based communities would nicely compliment road and rail based public transport.</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>
<p>NTA-C14-1119</p>	<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>
<p>NTA-C14-1119</p>	<p>At present there is only one Park & Ride facility in Cork. The Cork Metropolitan Area Transport Strategy) includes plans for Park & Ride which should be fast tracked to install Park & Ride facilities at all strategic entrance points to the City. This would actually help get people out of their cars – assuming the facilities had sufficient capacity and the shuttle service into the City ran frequently.</p>	<p>Park and ride facilities are being explored as part of the overall BusConnects programme but forms a separate project to the Sustainable Transport Corridors. A Park & Ride Strategy for Cork City is being developed to outline and deliver suitable bus and rail based Park & Ride facilities within and outside the city area to facilitate public transport intervention. The National Transport Authority is also conducting evaluation to determine the suitable sites for these facilities in collaboration with local authorities.</p> <p>Details on this project can be seen here https://busconnects.ie/cities/cork/cork-new-park-ride-sites/</p>

Reference	Statement	NTA Response
NTA-C14-1123	(CMATS) includes plans for Park & Ride which should be fast tracked to install Park & Ride facilities at	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the 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-C14-1132	all strategic entrance points to the City. This would actually help get people out of their cars – assuming	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-1134	We wish to make sure that you implement sturdy roofs on new bus shelters. These roofs not only feed our pollinators but also clean the air of carbonmonoxyde, cool down the surrounding temperature, and are self-maintaining - all positive aspects for our generation.	NTA Note your comments but will review this in line with the BusConnects Aims to overhaul the current bus system in the Cork region by providing new bus stops and shelters with better signage and bus information.
NTA-C14-1135	<p>this is critical infrastructure that needs to be implemented to ensure that Cork can be a liveable city that people enjoy living in, working in and visiting.</p> <p>We have those issues today in 2023 and with the city expected to double in the next 30 years, we desperately need this infrastucture today so we can avoid some of the issues troubling Dublin</p>	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
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>	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-C14-1162	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.	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.

Reference	Statement	NTA Response
NTA-C14-257	There has been new entrances provided to tramore park including the bridge over the link which are all good. However, it seems to me that only middle class neighborhoods get access despite easy opportunity to link to the park and this connect already existing cycle and walking path that comes from togher and comes out near kinsale roundabout. Their is a tunnel under the road which could connect to the park this way.	The focus of the proposals is the BusConnects Sustainable Transport Corridor. Additional links and access points to the park have not been considered as part of this study.
NTA-C14-1167	Bus Connects will be a vital part of Cork's transit infrastructure in the future. Traffic brought on by private car usage will only get worse without Bus Connects and Cork will be choked in the future unless a significant investment is made into public transport.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1176	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.

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

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

Reference	Statement	NTA Response
NTA-C14-1273	<p>Tramore Valley Park Why are there 4 current and planned access points to Tramore Valley Park to douglas, turners cross and grange, but none westwards to togher/ballypnehane? Please consider to link to the park with the already existing cycle and walking path that comes from togher and comes out near kinsale roundabout. Their is a tunnel under the road which could connect to the park this way. This would link Douglas , ballypnehane and togher in a continuous safe path off the road. As a resident I would love to see this development so I could access the park without driving. Also please connect the planned Bandon railway planned improvements to tramore valley park</p>	<p>The focus of the proposals is the BusConnects Sustainable Transport Corridor. Additional links and access points to the park have not been considered as part of this study.</p>
NTA-C14-1274	<p>Firstly, I wish to emphasise the importance of maintaining a direct route from Crosshaven to UCC. Currently, we enjoy the convenience of such a direct route, an advantage that appears to be threatened under the new plan. This direct route is not a luxury, but rather an essential component of daily life for many of us who rely on public transportation to for our education</p> <p>A modern city needs an equally modern, efficient, and reliable public transport system. As a user and beneficiary of the current direct bus route, I strongly urge you to reconsider the proposed changes and instead focus on improving the existing service in ways that meet the needs of the residents of Crosshaven.</p> <p>We need a transport system that is aligned with our lifestyles and daily routines. A direct, efficient, and reliable bus service from Crosshaven to UCC, which also accommodates late-night commuters, would be a significant step towards achieving this goal.</p> <p>Thank you for your time and consideration, and I hope you take these points into account as you proceed with the Busconnects Cork scheme, which I otherwise support as a positive plan to improve our city's strained public transport system.</p>	<p>The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.</p>
NTA-C14-261	<p>Provide more accessible bus connections to Tramore Road Educational Campus (ETB). Provide an exclusive bus transportation service/ route that would service students coming from outside the City to all the colleges and educational facilities in Cork City. no public or private bus services pass Tramore Road campus which is unfortunate as it promotes more private car usage. Melbourne Road is also a classic example of excessive car congestion caused by student traffic driving into the CIT. A direct NTA bus service from North or West Cork would greatly assist in reducing car traffic on this road.</p>	<p>The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/. The New Bus Network is a separate project to this scheme.</p>
NTA-C14-1277	<p>The Douglas road is an historic road and is part of the built heritage and cultural heritage of the Cork City which contains recognised protected structures and is an ACA area in the City Development Plan. The road has a mature biodiverse local environment and the boundary walls are recognized as unique habitat.</p>	<p>The 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</p>

Reference	Statement	NTA Response
	<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>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 well used and well overlooked are less likely to attract antisocial behaviour.</p>
<p>NTA-C14-1294</p>	<p>I want to express my enthusiastic support for the BusConnects Cork initiative. As a resident of Cork who strongly advocates for the development of excellent bicycle infrastructure, I commend the National Transport Authority (NTA) and the City Council for their commitment to improving sustainable transport options in our city.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>

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

Reference	Statement	NTA Response
	<p>city boundaries. The transport corridors will provide that alternative to so many people who have lost faith in the public transport system or those still on the fence about using a bicycle as a safe and reliable mode of transport.</p>	<p>continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
<p>NTA-C14-1325</p>	<p>In contrast to the unrepresentative deluge of unashamed NIMBYism of the pearl clutching middle classes, I would like to voice my support for the proposed STCs across Cork City. Our public transport system simply needs to drastically scale up as fast as possible to make Cork a desirable place to live and work.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>
<p>NTA-C14-1328</p>	<p>Very busy suburbs need frequent regular small buses as evidenced in older cities all over the world. Preserve and protect our city</p>	<p>The scheme proposals provide continuous bus priority, with other arrangements used in constricted locations. This will remove delays currently being experienced by the bus system and its users. By having dedicated bus lanes, or other equivalent measures, it will make for a better and more efficient service. In addition to these corridors, there is a much wider redesigned bus services network planned for Cork which will provide increased frequencies and new services which will be implemented during 2024/2025.</p>
<p>NTA-C14-1329</p>	<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. I want to especially express my strong support for all the filtered permeability, bus gates and 30 km/h speed zones proposed, including specifically the 30 km/h speed zone and filtered permeability proposed on O'Connell Avenue, adjacent to Derrynane Road, which will eliminate through traffic and restore the peace, safety and primacy of the residential community this place should be. I support, as well, the following specific proposals, for example: a two-way cycle lane on Evergreen Road; sealing the junction of Capwell Road, High Street and the Southern Road; sealing the northern part of Woods Street; bus gates by UCC, on College Road, the Western Road and Bishop Street, on Watercourse Road and Thomas Davis Street in Blackpool, and on the Kinsale Road I welcome the proposed replacement of the roundabout at the junction of Bishopstown, Wilton, Glasheen and Sarsfield Roads, to expand green areas and provide cycling infrastructure in a loop.</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-C14-1353</p>	<p>I support the principle of the Bus connects proposed routes.</p>	<p>The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</p>

Reference	Statement	NTA Response
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 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.</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-C14-268	<p>This is not a very user friendly system</p>	<p>The NTA notes this response.</p>
NTA-C14-1437	<p>It is vital that all cycle lanes are protected by bollards.</p>	<p>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p>

Reference	Statement	NTA Response
NTA-C14-1452	Extensive suggestions to cycling infrastructure provided in the hard copy PDF	<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>One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Physical segregation ensures that cyclists are protected from motorised traffic as well as independent of vehicular congestion, thus improving cyclist safety and reliability of journey times for cyclists. The exact arrangement for the separation between footway and cycle track will be considered further in the next design stage. The 'preferred cross-section template' consists of protected cycle tracks with vertical segregation from the carriageway to the cycle track and vertical segregation from the cycle track to the footway to ensure that the kerb is properly detectable by visually impaired pedestrians using the footpath.</p> <p>Where there is insufficient space to provide segregated facilities, additional complimentary cycle facilities on alternative quiet routes have been considered or the speed limit has been reduced to 30km/h and traffic volumes have been reduced using either bus gates or road closures.</p>
NTA-C14-1453	Concern about the removal of parking spots enabling the family to visit. Unclear area	<p>It is noted that as a principle, where driveways currently exist, every effort will be made to ensure that the ability to access and park in these driveways will be retained with the implementation of this corridor. A review of on street parking on public roads has been undertaken throughout the stages of the design, and where possible, parking spaces have been retained. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region, which remains priority.</p> <p>A detailed parking and loading survey will be undertaken to support the next stage of design.</p>
NTA-C14-1454	<p>While I'm all for public transport and cycle lanes I don't want you to cut down trees. Cycle lanes can be created without cutting down trees.</p> <p>Actions speak louder than words so please LISTEN to those actions and help save our planet by SAVING OUR TREES.</p> <p>You will also be leaving a healthier planet for our children. If you continue to cut down mature trees (which capture more carbon and purify the air we breathe) then you risk not leaving any planet.</p>	<p>The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes.</p> <p>At the next design stage, the NTA will acquire the services of an expert arboriculturist to assess the trees on the STC. The impact on trees will be</p>

Reference	Statement	NTA Response
		<p>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>NTA-C14-1456</p>	<p>I have some concerns about the ability of disabled driver accessability within this proposed bus corridor route. Disabled badge holders have been certified by a GP and processed through the Irish Wheelchair Associationas having restricted mobility. As a person who works and is a disabled driver, how do you propose that I walk 15 minutes to a bus stop, stand in the rain, as many of the stops are not covered or have seats and then carry a laptop or shopping? Repeat again in the afternoon, I certainly know that after a couple of weeks of this I'd have to give up my career. I don't think that adequate consideration has been made for accessibility issue. 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</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>

Reference	Statement	NTA Response
	<p>enable those with disabilities to continue to work, participate in education, attend appointments and participate in society activities. I have written to the Tanaiste Office, Michael McGrath about this and Cork City Council and the Irish Wheelchair Association in addition.</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 . 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. 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>
<p>NTA-C14-1459</p>	<p>onsultation 1. Map is poor with little clarity as to what streets are the intended routes as shown on leaflets 2 No attempt at connection between cycle routes. There is a considerable amount being spent on the greenway from Dunkettle round about to Cobh Cross No connection from the city to this ie by dual use of foot path at Rochestown Between greenway at Mahon and Passage 3. An attempt should be made for linkages in all directions including Ballincolligh to City etc 4. It would appear that the existing cycle ways in many cases have been designed in an office and not by someone who cycles The detail is quite poor such as the bollard at the start of the cycle way at Sullivans Quay which is inside of the line marking In many cases no attempt has been made to allow for the camber of the road with bollards leaning inwards thus narrowing the width of the cycle way The gated access to cycleways is so close that one has to stop to gain access Finally there should be a separate plan for cycleways clear indicating existing and proposed direction</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. Cycle infrastructure on the scheme will be designed in line with the guidance set out in the NTA's recently published Cycle Design Manual. The Cycle Design Manual draws on the experience of delivering cycling infrastructure across Ireland over the last decade, as well as learning from international best practice, and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.</p>

Reference	Statement	NTA Response
NTA-C14-1460	have reviewed your plans and I wish to give my support to the proposed STCs. I think it would be fantastic!	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-12	No direct bus route planned from Kent railway station serving UCC and MTU? It would greatly assist students and staff in getting from North Cork and East Cork and encourage more use of the railway especially from Mallow	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.
NTA-C14-278	This scheme will improve the quality of public transport the safety and convenience of cycling, encouraging more people to choose these methods of transportation over driving within the city. This will in turn further reduce congestion and the overall reliance on private motors, allowing Cork to develop into a more modern, livable city	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-1461	<p>Given the current BusConnects Cork online documentation available, TII advises it is unable to ascertain if appropriate assessments have been undertaken to ensure that capacity and safety issues associated with policy, standards and guidance associated with national roads have been undertaken in the development of the BusConnects Cork Sustainable Transport Corridors , Preferred Route Option Public Consultation.</p> <p>To illustrate with a number of examples, TII has concerns that issues related to national roads with respect to proposals related to proposed Paulovone Roundabout (N22) upgrade to a signalised junction, the proposed new link road from Model Farm Road to N22 Carrighrohane Road where a speed limit of 80Kph applies, the impact on capacity of N27/N40 Kinsale Road Roundabout capacity, the N27 roundabout arms to Kinsale Road and proposals to N40 at Douglas . Broadly, there are a number of matters with respect to interaction with national roads network which need to be clarified.</p>	A Strategic Traffic Model has been prepared for BusConnects Cork which identifies the potential traffic impacts associated with our current proposals. These traffic impacts will be further assessed to determine what measures, if any, will need to be incorporated to mitigate these impacts and to align with relevant current transport standards and guidance. NTA are in dialog with TII and will continue to liaise on further development.
NTA-C14-1462	<p>I refer to the Passage railway greenway improvement scheme.</p> <p>I proposed linking Cobh to the city in the past.</p> <p>I saw a photo from Holland of small 1 seater cars they are using in abundance.</p> <p>Part of my previous plan was to widen the greenway accommodate bikes and small cars etc.</p> <p>The lane may also accommodate a quad bike ambulance.</p>	The NTA launched its new design for the Cork Metropolitan Bus Network in June 2022, details on this can be seen here: https://busconnects.ie/cork/busconnects-cork-new-busnetwork/ . The New Bus Network is a separate project to this scheme.

Reference	Statement	NTA Response
	<p>By connecting the greenway to the south west corner of Little Island with a floating swinging bridge and floating gangway from the south east corner of Little Island to Cobh there would be a perfect transport system.</p> <p>A park and ride on the northern side of the IFI site would service traffic from the east. The unused rail section on the western side in Cobh would provide a major facility for cruise liner passengers direct from the city from the Cobh quay on bikes, scooters etc.s</p> <p>This would do wonders for business in the city and allow tourists view the scenic aspect of the harbour.</p> <p>Motorists accessing Little Island would have an alternative.</p> <p>I trust the above is in order</p>	
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

Reference	Statement	NTA Response
		provide a better, more reliable and more efficient bus service for everyone in addition to providing safe cycling facilities along key routes.
NTA-C14-316	Bike lanes should follow routes already taken by cyclists or they won't be used.	One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Where insufficient widths make it impractical to provide segregated cycle tracks provision of additional complimentary cycle facilities on alternative quiet routes will be considered.
NTA-C14-316	Overpasses and underpasses for pedestrians would be an effective way to improve walking routes and would speed up traffic light times.	The aim of the Proposed Scheme is to provide enhanced walking, cycling and bus infrastructure along the sustainable transport corridors. This has included the provision of additional pedestrian crossings provided at junctions and bus stops to better cater for desire lines.
NTA-C14-331	I totally support this scheme due to the environmental impacts and giving public transport better support	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-338	Dedicated bus lanes will ease traffic congestion, enhance public transportation, encourage sustainable mobility, enhance safety	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-14	I would encourage the NTA to bring back the elements they removed from the original plan or there will be no modal shift to public transport. Bus lanes need to be in place rather than unenforced bus gates. Bus lanes should be returned to Ballincollig to Cork city bus route	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-349	If we really want people to switch to public transport in the city then there needs to be park and ride facilities at the outer end of each bus corridor so that people living in outlying / rural areas can drive to the nearest corridor, park and hop on a bus	Park and ride facilities are being explored as part of the overall BusConnects programme but forms a separate project to the Sustainable Transport Corridors. A Park & Ride Strategy for Cork City is being developed to outline and deliver suitable bus and rail based Park & Ride facilities within and outside the city area to facilitate public transport intervention. The National Transport Authority is also conducting evaluation to determine the suitable sites for these facilities in collaboration with local authorities. Details on this project can be seen here https://busconnects.ie/cities/cork/cork-new-park-ride-sites/
NTA-C14-353	I support the progress of public transportation. This improvement is needed on transportation.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will

Reference	Statement	NTA Response
NTA-C14-363	the decision to rely on bus gates instead of dedicated bus lanes on many routes is baffling and bordering on laughable	<p>continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.</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-C14-363	Bike lanes need to be fit for purpose and designed to international standards	<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-C14-363	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.	<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-C14-370	I 100% approve of these suggestions they are a great first step.	<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-C14-373	We don't need bus gate ways, we need bus lanes, routes that cover larger areas.	<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>

Reference	Statement	NTA Response
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

Reference	Statement	NTA Response
		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>

Reference	Statement	NTA Response
NTA-C14-428	Provisions for cars and car parking should be at the very end on the list of priorities. I refer to section 2.2 (User Priorities) of the current Design Manual for Urban Roads and Streets. On review of the layouts, it appears that this best practice is not being followed in numerous instances. An example is car parking located inside a cycle lane as per below image. Please review the layouts against best practice with the aim of removing conflict between vulnerable road users and vehicles.	Along each route, improvements and enhancements will be made to footpaths, pedestrian crossings and cycling facilities as well as bus priority. As the design progresses, it will be assessed against relevant design guidance and Vulnerable Road User safety will be assessed through a Road User Audit, Road Safety Audit and a Disability Audit.
NTA-C14-430	I am disappointed at the dilution of the original plans overall. If anything, the Cork Bus Connect scheme should be more ambitious in its aims in order to implement the drastic improvements in the sustainable transport infrastructure that the city needs. In all areas, increasing the number of cycle and bus lanes, bus priority routes etc should be of higher priority than car parking spaces and individual car users. There should be more 24-hour bus routes. The frequency of all bus routes should be increased.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will continue to engage throughout the consultation process to facilitate the development of a Scheme that maximises the benefit to all.
NTA-C14-430	Bus live tracking should be enabled so that people can see when buses are delayed and are not left waiting at bus stops for a bus that never comes.	One of the initiatives of BusConnects is new bus stops and shelters, which are to be enhanced with better route and fare information and timetable information specific to each stop. Installation of more Real Time Passenger Information (RTPI) signs along the new bus corridors and elsewhere across the region will provide accurate next-bus arrival information.
NTA-C14-430	More park-and-ride facilities at the end of each bus corridor to reduce the number of cars coming from outside the city each day.	Park and ride facilities are being explored as part of the overall BusConnects programme but forms a separate project to the Sustainable Transport Corridors. A Park & Ride Strategy for Cork City is being developed to outline and deliver suitable bus and rail based Park & Ride facilities within and outside the city area to facilitate public transport intervention. The National Transport Authority is also conducting evaluation to determine the suitable sites for these facilities in collaboration with local authorities. Details on this project can be seen here https://busconnects.ie/cities/cork/cork-new-park-ride-sites/
NTA-C14-430	In a city the size of Cork, cycling should be a primary mode of transport but the lack of cycle lanes, lack of protected bike lanes where they do exist, the lack of enforcement when cars park in existing lanes and the limited areas covered by the TFI Bikes make it an undesirable option for many.	One of the core objectives of the BusConnects project is to provide segregated cycling facilities along the routes. Regarding the enforcement of the proposed overall Scheme, further supporting enforcement measures will be introduced to ensure compliance with the measures proposed later in the Proposals, through discussions between the NTA and CCC.
NTA-C14-462	Universal design checks in the planning of bus routes are important because they ensure accessible stops, efficient and inclusive transportation, compliance with regulations and laws, and efficient resource use.	The NTA welcomes this positive feedback and support for specific refinements made to the Scheme in response to submissions from the public. The NTA will

Reference	Statement	NTA Response
	<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>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>
NTA-C14-475	<p>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.</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>

Reference	Statement	NTA Response
NTA-C14-475	The quality of this scheme has already been severely harmed by the NTA's total capitulation to any and all opposition. Please serve the needs of public transport users and stop sacrificing robust and reliable public transport for all to suit the personal interests of a few opponents.	The NTA welcomes this positive feedback. The NTA will continue to engage throughout the consultation process to facilitate the development of the Scheme that maximises the benefit to all.
NTA-C14-479	Tree Removal across all 11 STC schemes the NTA/Bus Connects propose the felling of 714 mature trees. It should be a mandatory requirement that you have to replace any trees you cut down with mature trees to compensate for their loss and their carbon removal loss from the atmosphere. Simply planting young trees will not compensate for this.	The NTA recognises the environmental, visual and amenity value of trees, foliage, and planting in the urban landscape. Hence, the NTA is committed to enhancing sustainable transport in Cork whilst maintaining the environmental, visual and amenity value of plants and trees through the retention of existing trees and / or replanting of trees as appropriate. In response to issues raised during public consultation, a number of sections along the route were amended in developing the PRO and a key outcome of these design interventions is the reduced impact on existing trees wherever practicable. However, there will still be a need to remove some trees. The NTA will endeavour to maintain as many mature trees as possible. Moreover, where trees must be removed from roadsides and footpaths, a comprehensive replanting programme will be put in place. This programme will use mature or semi-mature ready-grown trees where appropriate and where it is feasible, plant them as close as possible to the original locations. This will ensure every tree removed will be replaced as part of the project.
NTA-C14-479	Chosen location for the public information event on STC C was held too far from Blackpool Village. Efforts in the future should be made to utilise a location nearer to the STC's intended audience and in this instance there is a community centre in Blackpool which I'm sure would've been made available to the NTA/Bus Connects.	The NTA notes this response.
NTA-C14-479	There was no outdoor signage whatsoever at St Vincent's Clubhouse to indicate NTA/Bus Connects information day was happening at the venue, no staff were outside the venue either. We had to inform other members of the public who were in the car park and who were lost that this was indeed the venue of the information day. This is very basic stuff and should be in place in the future. While there were approximately 20 or so NTA staff in the venue only 4/6 seemed to be the designated spokespeople to interact with the public. Our spokesman (who I unfortunately did not get the name of) was quite adversarial in his tone in speaking with us and he came across as quite condescending and rude. There also seemed to be a lack of training with your staff in the use of the electronic screens to highlight and show sections of the STC routes and this caused lots of time wasting while they tried to coordinate amongst themselves to correct said issues.	The NTA notes this response.
NTA-C14-479	Community forums: not a lot of publicity seems to be made available of when or where the public community forums are taking place. There is also a lot of confusion as to who can attend the forums, with the official line seemingly; "Two people per community group" but we have heard that	The NTA notes this response.

Reference	Statement	NTA Response
	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.	
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	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

Reference	Statement	NTA Response
	<p>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.</p>	<p>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.</p>
<p>NTA-C14-566</p>	<p>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.</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-C14-566</p>	<p>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.</p>	<p>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.</p>
<p>NTA-C14-566</p>	<p>I am disappointment with other further 'watering-down' of Bus Connects. For example, the use of bus gates, operational only at peak times, rather than bus lanes. How will this be enforced? Voluntary compliance will not work, and we have seen how the laws for example, the 'Pana ban', or parking in cycle lanes, footpaths or double yellow lines, are not enforced.</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. Policing of bus gates, bus lanes and cycle tracks, enforcement of compliance with these measures will be a matter for An Garda Síochána. Additional measures, such as camera enforcement, may be adopted to enforce compliance with bus lanes and traffic restrictions.</p>
<p>NTA-C14-566</p>	<p>It is also imperative that Bus Connects is in compliance with our national and regionals plans and policies. It appears that the current iteration of Bus Connects is at odds with the National Investment Framework, the National Development Plan, the Regional Spacial and Economic Strategy for the Southern Region.</p>	<p>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.</p>

Reference	Statement	NTA Response
NTA-C14-567	<p>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.</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>

DRAFT



Údarás Náisiúnta Iompair
National Transport Authority

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

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



Rialtas
na hÉireann
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